



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, July 16, 2013  
4:00 p.m.

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### MINUTES

**PLN-7**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Wednesday, July 3, 2013.*



### NEXT COMMITTEE MEETING DATE

Wednesday, September 4, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING & DEVELOPMENT DEPARTMENT

1. **STEVESTON AREA PLAN AMENDMENT**  
(File Ref. No. 08-4200-00) (REDMS No. 3872453 v.5)

**PLN-11**

See Page **PLN-11** for full report

*Designated Speaker: Terry Crowe*

### STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, to amend Schedule 2. 4 of the Steveston Area Plan to:*
  - (a) *replace the map on Page 52 titled 'Steveston Village Character Area Map' with a new map;*

(b) *replace the map on Page 99 titled ‘Steveston Village Land Use Density and Building Height,’ with a new table and map titled ‘Overview of Steveston Village Density, Building Height, and On-Site Residential Parking Requirements, and renumber the remaining pages accordingly;*

*be introduced and given first reading;*

(2) *That Richmond Official Community Plan Bylaw 7100 , Amendment Bylaw 8981, has been considered in conjunction with:*

(a) *the City’s Financial Plan and Capital Program;*

(b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

*and is therefore deemed to be consistent with said Program and Plans, in accordance with Section 882(3)(a) of the Local Government Act; and*

(3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, has been considered in accordance with the City’s OCP Bylaw Preparation Consultation Policy 5043, and is therefore deemed not to require further consultation.*



2. **RECOMMENDED LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET AND CHATHAM STREET**

(File Ref. No. 10-6360-01) (REDMS No. 3890388 v.5)

PLN-69

See Page PLN-69 for full report

*Designated Speaker: Victor Wei*

**STAFF RECOMMENDATION**

*That the proposed long-term streetscape visions for Bayview Street and Chatham Street based on community feedback obtained from the public consultation held in April and May 2013, as described in the report, be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.*



3. **PORT METRO VANCOUVER LAND USE PLAN UPDATE**

(File Ref. No.) (REDMS No. 3900390)

**PLN-100**

See Page **PLN-100** for full report

*Designated Speaker: Terry Crowe*

**STAFF RECOMMENDATION**

*That, as per the report from the General Manager, Planning and Development, dated June 27, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City Of Richmond:*

- (1) *Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its final Land Use Plan that it will not use agricultural lands for Port expansion or operations; and*
- (2) *Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*



4. **APPLICATION BY SANDHILL HOMES LTD. FOR REZONING AT 9080 NO. 3 ROAD FROM ASSEMBLY (ASY) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-9030/9043; RZ 12-619503) (REDMS No. 3899821 v.3)

**PLN-162**

See Page **PLN-162** for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

- (1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in conjunction with:*
  - (a) *the City's Financial Plan and Capital Program; and*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

*is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*

- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9043, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.*



- 5. **APPLICATION BY JOHNNY W.W. LEUNG ARCHITECT FOR REZONING AT 6433 DYKE ROAD FROM SINGLE DETACHED (ZS6) - LONDON LANDING (STEVESTON) TO HERITAGE TWO-UNIT DWELLING (ZD4) - LONDON LANDING (STEVESTON)**

(File Ref. No. 12-8060-20-9028; RZ 13-631467) (REDMS No. 3849204)

PLN-209

See Page PLN-209 for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

*That Richmond Zoning Bylaw 8500 Amendment Bylaw 9028, to create the “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)” and for the rezoning of 6433 Dyke Road from “Single Detached (ZS6) - London Landing (Steveston)” to “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)”, be introduced and given first reading.*



- 6. **APPLICATION BY DAVA DEVELOPMENTS LTD. FOR REZONING AT 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 AND 2991 NO. 3 ROAD FROM LIGHT INDUSTRIAL (IL) TO AUTO-ORIENTED COMMERCIAL (CA)**

(File Ref. No. 12-8060-20-9041/9042/8479; RZ 11-566630) (REDMS No. 3898754)

PLN-247

See Page PLN-247 for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

- (1) *That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:*



- (a) *In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Commercial"; and*
  - (b) *In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;*  
*be introduced and given first reading;*
- (2) *That Bylaw 9041, having been considered in conjunction with:*
  - (a) *the City's Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the " CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading; and*
- (5) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.*



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7.    **APPLICATION BY ROCKY SETHI FOR REZONING AT 10591 NO. 1 ROAD FROM SINGLE DETACHED (RS1E) TO COACH HOUSES (RCH1)**

(File Ref. No. 12-8060-20-9045; RZ 13-634617) (REDMS No. 3903682)

**PLN-278**

See Page **PLN-278** for full report

*Designated Speaker: Wayne Craig*

**STAFF RECOMMENDATION**

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, for the rezoning of 10591 No. 1 Road from “Single Detached (RS1E)” to “Coach Houses (RCH1)”, be introduced and given first reading.*

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8.    **MANAGER’S REPORT**

**ADJOURNMENT**

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## Planning Committee

Date: Wednesday, July 3, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, June 18, 2013, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, July 16, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

## PLANNING & DEVELOPMENT DEPARTMENT

1. **HOUSING AGREEMENT BYLAW NO. 9039 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 5640 HOLLYBRIDGE WAY (CRESSEY (GILBERT) DEVELOPMENT HOLDINGS LTD.)**

(File Ref. No. 12-8060-20-9039; RZ 12-602449) (REDMS No. 3872810)

In response to a query John Foster, Manager, Community Social Development, and Mark McMullen, Senior Coordinator-Major Projects, advised that the potential additional rent of up to \$187.00 per month in the Housing Agreement was included in the staff report on the rezoning received at the January 22, 2013 Planning Committee meeting. The additional rent was a special development circumstance and specific to this development.

It was moved and seconded

*That Bylaw No. 9039 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 9039 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 12-602449.*

CARRIED

2. **WEST CAMBIE – ALEXANDRA NEIGHBOURHOOD BUSINESS / OFFICE AREA REVIEW**

(File Ref. No.) (REDMS No. 3897598)

Terry Crowe, Manager, Policy Planning, provided a brief overview of the West Cambie – Alexandra Neighbourhood Business/Office Area Review, noting that the Area Plan designation should be retained in order to (i) meet the City's long term employment land and job needs, (ii) maintain the City's working relationship with YVR, (iii) avoid setting a precedent, and (iv) enhance the City's ability to relocate existing Richmond businesses currently being displaced from the Brighouse and Oval area of the City Centre.

In reply to queries Mr. Crowe advised that two major studies were undertaken that assisted in projecting future land requirements (i) the 2041 Employment Lands Strategy, and (ii) the 2041 OCP Population, Housing and Employment Projections Study. The businesses being displaced from the Oval area could be relocated within the City Centre or other areas (e.g. Duck Island, Casino, Aberdeen, and West Cambie), and staff continue to work with TransLink to improve services to these areas.

## Planning Committee

### Wednesday, July 3, 2013

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Blaire Chisholm, Brook Pooni Associates Inc. and David Bell, Colliers International, provided a brief overview of the Westmark Development Group proposal highlighting the following:

- the proposal does not include stand alone residential, but high quality mixed use residential with first floor commercial (retail/office) uses along Garden City Road;
- there are approximately 100 live/work units proposed;
- the Developer's intent was to be creative in their approach and desired to reflect current employment and business trends;
- the business analysis includes a range of employment with an upper limit of 1,000 jobs being created meeting the employment objectives of the OCP Area Plan; and
- the development proposal is for a market viable work/live/play area promoting a high quality retail village.

Discussion ensued and staff were requested to provide statistics with respect to the skewed office space vacancy rate data due to outlaying business parks.

It was moved and seconded

*That, as per the report from the General Manager, Planning and Development, dated June 24, 2013, titled: West Cambie - Alexandra Neighbourhood Business / Office Area Review, there be no change to the West Cambie Area Plan.*

The question on the motion was not called as discussion ensued regarding the Business/Office designation. After discussion the question on the motion was then called and it was **CARRIED**, with Councillor McNulty opposed.

### 3. MANAGER'S REPORT

#### *(a) Planning and Development Department Updates*

Mr. Craig provided an update on the Lingyen Mountain Temple open house for the potential rezoning. Staff have not received a formal report but understand that approximately 200 people attended and 215-230 comment forms were completed. No application has been filed with the City.

Mr. Craig advised that ONNI will be conducting public consultation meetings on July 11<sup>th</sup> and July 13<sup>th</sup> at the Bayview Street site with respect to their rezoning application. Staff was directed to provide a memo to Council, prior to the public consultation meetings, detailing the rezoning information provided in the application.

**Planning Committee**  
**Wednesday, July 3, 2013**

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***(b) Hamilton Area Plan Public Open House***

Mr. Crowe provided an update on the results of the Hamilton Area Plan public open house with approximately 175 residents attending. Generally there were no negative comments with respect to the area plan; however, concerns were raised with respect to safety along Westminster Highway and the proposed park.

A Richmond resident, 23171 Westminster Highway, expressed concern that residents had not received advance notice of the lands to be converted to park. Staff was requested to take the matter under advisement.

***(c) Port Metro Vancouver***

Joe Erceg, General Manager, Planning and Development, stated that a report would be coming to the Committee on July 16, 2013 with regard to Port Metro Vancouver's land use planning process and the City's request for a commitment to protect agricultural lands from Port Metro related uses. The issue has yet to be addressed in the Port Metro's planning process.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:53 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, July 3, 2013.

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Councillor Bill McNulty  
Chair

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Heather Howey  
Committee Clerk



# City of Richmond


## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Joe Erceg, MCIP  
General Manager, Planning and Development  
**Re:** **Steveston Area Plan Amendment**

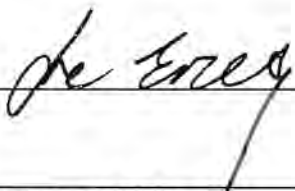


**Date:** June 27, 2013  
**File:** 08-4200-00/Vol 01

### Staff Recommendation:

- 1) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, to amend Schedule 2.4 of the Steveston Area Plan to:
  - a) replace the map on Page 52 titled 'Steveston Village Character Area Map' with a new map;
  - b) replace the map on Page 99 titled 'Steveston Village Land Use Density and Building Height,' with a new table and map titled 'Overview of Steveston Village Density, Building Height, and On-Site Residential Parking Requirements; and renumber the remaining pages accordingly;be introduced and given first reading;
- 2) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, has been considered in conjunction with:
  - a) the City's Financial Plan and Capital Program;
  - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;and is therefore deemed to be consistent with said Program and Plans, in accordance with Section 882(3)(a) of the *Local Government Act*; and
- 3) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, has been considered in accordance with the City's OCP Bylaw Preparation Consultation Policy 5043, and is therefore deemed not to require further consultation.

  
Joe Erceg,  
General Manager, Planning and Development  
(604-276-4083)

Att: 6

REPORT CONCURRENCE				
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Arts, Culture & Heritage		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
Economic Development		<input checked="" type="checkbox"/>		
Engineering		<input checked="" type="checkbox"/>		
Parks Services		<input checked="" type="checkbox"/>		
Transportation		<input checked="" type="checkbox"/>		
<b>REVIEWED BY DIRECTORS</b>		<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 



## Staff Report

### Origin

This report responds to the following two referrals:

1 – Steveston Village Conservation Strategy – Regular Council Meeting – February 25, 2013

*That the proposed Review Concept to amend the Steveston Village Conservation Strategy as outlined in the staff report dated January 22, 2013 from the General Manager, Planning and Development be endorsed in principle for the purpose of carrying out public consultation; and*

*That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.*

2 – Steveston Waterfront Design – Planning Committee Meeting – June 19, 2012

*That staff examine creating a heritage planning and design approach from the former Atagi Boatworks up to and including London Farm and report back.*

### 2011 – 2014 Council Term Goals

This report addresses the following 2011 – 2014 Council Term Goals:

- 7. Managing Growth and Development
- 9. Arts and Culture
- 12. Waterfront Enhancement.

Part 1 of this report addresses the first referral regarding the Steveston Village Conservation Strategy.

Part 2 of this report addresses the second referral regarding design and heritage planning improvements for the area between the former Atagi Boatworks / Scotch Pond to London Farm – the “Steveston Waterfront”.

This report will be presented at the July 16, 2013 Planning Committee meeting, followed by a separate report from the Transportation Division on the Chatham Street and Bayview Streetscape improvements.

### Background

#### Part 1 – Steveston Village Public Conservation Strategy

##### General

At the February 25, 2013 Council meeting, staff presented a report outlining six (6) proposed amendments to the Steveston Village Conservation Strategy (the Strategy) which will be achieved through an amendment to the Steveston Area Plan (**Attachment 1**). Staff also presented the proposal for public consultation. Council endorsed the proposed Review Concept

and directed staff to proceed with the public consultation process which would also include the proposed streetscape options for Chatham Street and Bayview Avenue.

### Public Consultation

Staff held two consultation meetings on the proposed Steveston Area Plan changes. These meetings were held in conjunction with the Transportation Division's proposed Chatham and Bayview Streetscape designs.

### Stakeholders Meeting

A stakeholders meeting was held on April 27, 2013 at the Steveston Community Centre, with invited representatives of local community stakeholder groups. Twenty-one people attended the meeting, representing the following groups: the Britannia Shipyard Society; the Gulf of Georgia Cannery Society; the London Heritage Farm Society; the Richmond Active Transportation Committee; the Richmond Chamber of Commerce; the Richmond Parking Advisory Committee; Steveston 20/20; the Steveston Community Society; the Steveston Historical Society; the Steveston Harbour Authority; and the Steveston Merchant's Association.

The meeting consisted of an Open House, Display Boards and a survey (**Attachments 2 and 3**), informal discussions with staff, presentations by the Manager of Policy Planning and the Manager of Transportation, and a Question and Answer period.

A total of four (4) survey forms were received at the Stakeholder meeting (**Attachment 4**).

There was general support among attendees for:

1. The proposed height and density reductions for Moncton Street;
2. Attendees did not support any language permitting additional height and density on Moncton Street for exceptional circumstances or building design. The stakeholders commented that a development seeking additional height and density on Moncton Street would have to be justified on its own merits and considered by Council;
3. The proposed changes to the clarification of building height for the north side of Bayview Street; and
4. The proposed changes for on-site parking requirements.

### Public Open House

A Public Open House was held Saturday May 4, 2013 at the Steveston Community Centre. An advertisement was placed in the Richmond Review on April 24, April 26, May 1 and May 3, 2013, and in the Richmond News on May 1 and May 3, 2013 to advertise the meeting. Staff also utilized the City's Facebook page to notify residents of the meeting.

Staff recorded the participation of 112 residents on the provided sign-in sheets, and the estimated attendance at the meeting was 140 persons, as a number of attendees declined to sign in. The meeting followed the same format as the meeting with stakeholders groups. Participants were asked to complete a survey form, a copy of which is provided in **Attachment 3**.

Comments received were consistent with those from the stakeholders, with an overall level of support for the proposed Steveston Area Plan changes.

### Additional Public Comments

Survey respondents were also able to provide additional comments they might wish to make on the survey form. All general comments received are provided in **Attachment 5**. These comments are generally supportive of the proposed Area Plan changes.

### Let's Talk Richmond

In addition to the meetings held at the Steveston Community Centre, staff utilized the Let's Talk Richmond website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca) to facilitate public input on the proposed changes to the Steveston Area Plan. The website provided an on-line version of the display boards for both the proposed Steveston Area Plan changes (**Attachment 2**) and the Chatham and Bayview Street Streetscape Options. Residents were able to complete an on-line version of the survey form provided at the Open House, and a total of 14 surveys were submitted in this manner.

### **Analysis**

#### Survey Findings for Proposed Steveston Area Plan Changes

A total of 83 survey forms were returned through the public consultation process. A summary of the findings is provided below. The proposed changes are in italics followed by a summary of the responses.

Note: for the purposes of the results and discussion below, the definition of a 'storey' and 'half storey' are defined in the Richmond Zoning Bylaw No. 8500 as:

- 'storey: that portion of a **building** which is situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of such floor and the ceiling above it, but does not include an intermediate level between floor and ceiling occupying a partial area of the floor space, referred to as a mezzanine' and
- half-storey': the uppermost storey of a building meeting the following criteria:
  - a) the **habitable space** is situated wholly under the framing of the roof;
  - b) the **habitable space** does not exceed 50% of the storey situated immediately below;
  - c) the top of the exterior wall plates is not greater than 0.6 m above the floor of such **storey** on any two **adjacent** exterior walls; and
  - d) a maximum of two opposite exterior walls may have a dimension greater than 0.6 m between the top of the exterior wall plate and the floor of such **storey**.

#### 1. Moncton Street Building Height and Density:

*Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.*

*It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2.*

*Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.*

Survey Results:

Comment	# Responses	%
Strongly Agree	46	55.2
Agree	17	20
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	7	8.5
Left blank	2	2.4
<b>TOTAL</b>	<b>83</b>	<b>100</b>

The survey responses indicate over 75 percent of respondents strongly agree or agree with the proposed Steveston Area Plan and Strategy changes regarding the maximum permitted building height and density for Moncton Street in the Village Core.

2. Bayview Street Maximum Building Height:

*The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.*

*It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto the north side of Bayview Street, and to allow the building to have a portion of the building at 2 ½ storeys, limited to an area within the roof structure. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.*

As shown in the attached Bylaw 8981, 50% of the building can be 2 and 2 ½ storeys, and 50% of the building can be 3 storeys.

Survey Results:

Comment	# Responses	%
Strongly Agree	35	42.1
Agree	32	38.5
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	5	6.0
Left blank	0	0
<b>TOTAL</b>	<b>83</b>	<b>100</b>



The survey responses indicate that over 80 percent of respondents strongly agree or agree with the Steveston Area Plan changes regarding the maximum permitted building height on the north side of Bayview Street.

### 3. Proposed Village On-site Parking Changes:

*Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.*

*In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure that more on-site parking is provided, and impacts on street parking are reduced.*

#### Survey Results:

Comment	# Responses	%
Strongly Agree	32	38.5
Agree	26	31.3
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	12	14.4
Left blank	2	2.4
<b>TOTAL</b>	<b>83</b>	<b>100</b>

The survey responses indicate that nearly 70 percent of respondents strongly agree or agree with the proposed Steveston Area Plan changes to required on-site parking requirements.

### 4. Clarification of Village Building Baseline Elevation Information

It was clarified for attendees at the meetings that the elevation from which to calculate maximum building height for development is to be the higher elevation of, either the adjacent sidewalk (if one exists), or the 1.4 m Geodetic Survey of Canada (GSC) datum. The geodetic datum is a surveyed elevation based on a Federal survey reference system.

### 5. Clarification of Bayview Street Building Storeys and Height

#### – North Side of Bayview Street

The proposed 2-storey limit on the north side of Bayview Street is to be further controlled by a maximum surveyed building height of 15 m GSC geodetic survey datum.

Depending on the scale of building proposed, the third storey on the north 50% of the site may be ground-oriented commercial space, with parking at-grade on the north of a property for a small building. A larger building – such as the recently approved building

at 3531 Bayview Street – will use the third storey for a parking structure under the commercial and residential floor area.

- South Side of Bayview Street  
Building height limits for properties on the south side of Bayview Street remain as per the Steveston Village Conservation Strategy, at a maximum height of 20 m Geodetic Survey of Canada datum.

A conceptual cross section of the above is provided in **Attachment 6**.

#### Staff Recommendations

Based on the feedback received and further staff analysis, staff recommend the following minor amendments to the Steveston Area Plan:

- Moncton Street Building Height: reduce the maximum building height for buildings on Moncton Street in the Village Core to 2 storeys and 9 m,
- Moncton Street Density: reduce the maximum allowed density along the North and South sides of Moncton Street in the Village Core to 1.2 FAR,
- Bayview Street Maximum Building Height: Amend the maximum height for buildings on the north side of Bayview Street in the Village Core to allow the south 50 % of the building to be 2 storeys, with some potential for 2 ½ storeys in the roof area and allow 3 storeys for the north 50 % of the building,
- On-site Residential Parking: amend the residential parking reductions permitted under the Strategy in the Village Core from 33% of bylaw requirements to 13% (1.3 parking spaces per residential dwelling unit), with minimum of 1.0 space per dwelling unit must be provided on site,
- 1.4 m GSC Datum Elevation: Clarify that the higher of either 1.4 m GSC ground elevation or the adjacent sidewalk (if one is present) is to be the baseline elevation from which building height in most of the Village Core will be measured. This datum point is to be determined as either the road elevation at the intersection of Moncton Street and 3<sup>rd</sup> Avenue – or the elevation of the adjacent sidewalk next to a development site, as the base datum point for the Village Core. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC will be used,
- Bayview Street Maximum Building Height: Clarify the maximum building height for lots on the north side of Bayview Street in the Village Core as being 15 m GSC.

#### Official Community Plan Amendment Bylaw 8981

In order to implement the above changes, Official Community Plan Amendment Bylaw 8981 to amend Schedule 2.4 of Richmond Official Community Plan Bylaw 7100 – the Steveston Area Plan – is proposed.

#### Part 2 – Steveston Waterfront Heritage Planning and Design Approaches

At the June 19, 2012 Planning Committee the following referral was made:

*That staff examine creating a heritage planning and design approach from the former Atagi Boatworks up to and including London Farm and report back.*

Staff from Policy Planning, Development Applications, Heritage Services, Parks, Public Art, and Engineering have identified existing and upcoming initiatives that can assist in improving heritage planning, design and promotional initiatives along the Steveston Waterfront from former Atagi Boatworks to and including London Farm.

- With the new 2041 OCP and the Steveston Area Plan, new and improved Development Permit guidelines have been established to ensure high quality heritage planning, and building and landscaping along the Steveston Waterfront (e.g., for the 90 Village buildings, the Onni site, London Landing). One well designed development example which is being finalized is the London Landing Kawaki / Pier project which includes a waterfront park and dike trails to connect it to other Steveston Waterfront heritage amenities and park spaces,
- Heritage Services has begun preparing site-specific Conservation Plans for City-owned heritage resources throughout the City, and within the Steveston Waterfront including the Britannia Shipyard and London Farm,
- Parks will soon be bring forth a 2022 Parks and Open Space Strategy which proposes various improvements including:
  - a Steveston Waterfront Interpretive Program,
  - Steveston Harbour Long Term Vision Plan implementation actions, and
  - Enhanced opportunities to better link Steveston waterfront maritime destinations (e.g., Scotch Pond, Garry Point Park, Gulf of Georgia Cannery, Britannia, and London Landing),
- Parks will explore banner program opportunities for the length of the Steveston waterfront,
- Economic Development will continue to explore with Village merchants the opportunity to establish a Business Improvement Area (BIA),
- Engineering will:
  - continue to coordinate dyke upgrade projects with other departments to ensure design compatibility,
  - explore opportunities for improved street-lighting and consistent light standard design along the Steveston Waterfront,
- Transportation Division's proposed Chatham Street and Bayview streetscape designs, if approved, will enhance the pedestrian connections from Garry Point Park through the Village to the boardwalk along the river,
- Arts Services, Public Art staff are discussing with the Richmond Heritage Commission, Engineering and Transportation the potential of 'wrapping' City-owned service kiosks with vinyl graphics to provide heritage information. Vinyl wraps may also be used to provide way-finding messaging in the Steveston Waterfront area.

Each of these initiatives will be brought forward for Council's consideration as they become ready (e.g., in mid 2013 for the 2022 Parks and Open Space Strategy).

#### **Financial Implications**

None.

**Conclusion**

The Steveston Village public consultation process undertaken in late April and early May 2013 found strong support among key community stakeholder groups and residents for proposed changes to the Village Heritage Conservation Strategy. Staff propose changes to the Steveston Area Plan to fine-tune building height, density and required on-site residential parking requirements, and to clarify the baseline building elevation for the Village Core.

It is recommended that Bylaw 8981 to amend Schedule 2.4 of Richmond Official Community Plan Bylaw 7100 – the Steveston Area Plan – be introduced and given first reading.

As well staff have identified range of upcoming and potential Steveston Waterfront heritage and design and waterfront promotional initiatives for the area between the former Atagi Boatworks and London Farm.



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- Attachment 1: Staff Report Dated January 22, 2013
- Attachment 2: Policy Planning Open House Display Boards
- Attachment 3: Survey Form
- Attachment 4: Survey Forms Submitted at Stakeholders Meeting
- Attachment 5: Comments from Survey Forms
- Attachment 6: Conceptual Cross Section for the North Side of Bayview Street





# City of Richmond

## Report to Committee

To: Planning Committee Date: January 22, 2013  
 From: Joe Erceg, MCIP File: 08-4200-03/2012-Vol 01  
 General Manager, Planning and Development  
 Re: Proposed Changes to the Steveston Village Conservation Strategy

### Staff Recommendations

1. That the proposed Review Concept to amend the Steveston Village Conservation Strategy outlined in this report be endorsed in principle for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.

*Joe Erceg*  
 Joe Erceg, MCIP  
 General Manager, Planning and Development

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Development Applications	<input checked="" type="checkbox"/>	<i>Joe Erceg</i>	
Transportation	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: <i>EW</i>	REVIEWED BY CAO	INITIALS: <i>EW</i>

## **Staff Report**

### **Purpose**

The purpose of this report is to present a proposed Review Concept to address Council's concerns regarding the Steveston Village Conservation Strategy (the Strategy). The Review Concept proposes several changes to clarify the Conservation Strategy and implementation, and seek permission to proceed to public consultation.

### **Origin**

At the June 21, 2011 meeting of the Planning Committee, staff presented a report for the rezoning of 3531 Bayview Street (application RZ 10-547513). The Committee considered the proposal and referred the application back to staff. Staff were directed to re-examine the Steveston Village Conservation Strategy and the rezoning proposal, specifically to review the parking reductions, permitted density, building height policies and general design guidelines of the Strategy. In addition, staff was to provide information on how the rezoning proposal could be amended to better conform to the Strategy.

The rezoning proposal was withdrawn by the new property owner on May 11, 2012. The new owner has submitted a modified proposal under a new rezoning application, which is being reviewed to ensure that it is compatible with the proposed Village Conservation Strategy Review Concept described in this report.

### **Background**

The Steveston Village Conservation Strategy was developed to provide an incentive-based program to support and facilitate heritage conservation in the Steveston Village, and in particular preservation of 17 heritage buildings identified as important features of the community. The Strategy was approved by Council on June 22, 2009. In the process Council designated the Steveston Village Core as a Heritage Conservation Area and established development application requirements for the alteration of land and buildings located within the Conservation Area. Council also adopted revisions to the Development Permit Guidelines in the Steveston Area Plan (Schedule 2.4 of the Official Community Plan). The new development permit guidelines are intended to preserve the exteriors of the 17 identified heritage buildings in the Village, and provide general guidelines for the alteration or re-development of the other 73 non-heritage buildings in the Village Conservation Area.

### **Findings of Fact**

The Strategy provides incentives for heritage preservation and new development which respect the historic character and value of Steveston Village including:

- Density bonus provisions to increase density from a base density of 1.0 FAR to 1.2 FAR to promote heritage conservation and retain the small scale character of the Village and for a contribution to affordable housing;

- Additional density bonus provision of 0.4 FAR for a maximum of up to 1.6 FAR for the preservation of an existing heritage resource, contributions to a Heritage Grant Program, and a contribution to affordable housing;
- Parking reductions of up to 33% of the Zoning Bylaw parking requirement for residential and non-residential uses as an incentive for heritage conservation and to encourage a compact and walkable community and;
- Ground floor (non-residential) slab elevation is to be measured from the existing street grade.

## Analysis

### 1. Village Sub-Areas

For the purposes of this report, Conservation Strategy policies have been categorized based on 8 Village sub-areas, as shown on the following map:

Figure One – Sub-Areas in the Steveston Village



These areas are:

1. Chatham Street North
2. Chatham Street South
3. Chatham Street Midblock
4. Moncton Street North
5. Moncton Street South
6. Moncton Street Midblock
7. Bayview Street North
8. Bayview Street South / Riverfront

A larger version of this map and a detailed table summarizing how the proposed Review Concept applies to these sub-areas is provided in **Attachment 1**.

## **2. Parking - General**

As an incentive for heritage conservation and to encourage the retention of the small scale of development, the existing Strategy permits a reduction in off-street parking of up to 33% as follows:

- Residential use: from 1.5 to 1 space per dwelling unit plus 0.2 visitors' space per unit. In mixed-use buildings, residential visitors' parking is shared with non-residential parking.
- Non- residential uses:
  - General and Convenience Retail, Office, and Service Uses - from 3 to 2 spaces per 100 sq. m of floor area;
  - Restaurant - from 8 to 6 spaces per 100 sq. m of floor area; and
  - General Industrial - from 1 space per 100 sq. m of floor area to 0.66 space per 100 sq. m of floor area.

### Planning Committee Concerns

Concerns were raised at Planning Committee regarding the residential parking reduction allowed under the existing Strategy. Committee members expressed a range of opinions regarding the parking reductions in the Strategy: some members had no concerns with the 33% reduction permitted; some Committee members supported some level of parking reduction; and some were not in favour of any reduction to required off-street parking. One concern was that the permitted reduction for residential parking would result in too much residential parking occurring on the streets, creating a shortfall in available on-street parking.

The issue of improving on-street parking in the Steveston Village will be further examined in a separate report from the Transportation Division at the February 19, 2013 Planning Committee meeting which will outline the proposed streetscape improvements for Chatham and Bayview Streets including options to increase on-street parking.



### 3. Future Parking Demand

Staff in Transportation Division have carried out a review of the current parking relaxation permitted in the Strategy to determine if revised parking rates would be more suitable to better represent the unique characteristics of Steveston Village. The key factors considered for assessing parking rates for the Steveston Village core are:

- The Steveston Village will continue to be a complete community with the commercial and retail establishments offering a variety of goods and services in close proximity to each other and area residents resulting in fewer vehicles trips generated;
- There is good transit service for residents, employees and visitors to and from Steveston Village; (currently, 401,402,407 410 and C93 bus lines are available that provide an eight minute frequency in the peak and 15 minute intervals in the off peak times); and
- The recommendations of the *Institute of Transportation Engineer's Parking Generation Guide* are followed wherever possible specifically for smaller scale retail uses in a village setting in order to assist in managing parking and parking reductions.

The Steveston Village Core area used for parking analysis is defined as the area within the black outline of the following map and the properties on the south side of Bayview Street between No. 1 Road and Third Avenue.



This analysis was carried out to determine if the projected future parking supply in the Village could accommodate the future parking demand anticipated at full build-out of permitted land use and density in the Village. Based on the updated analysis which took into account the above noted factors, the estimated demand for residential parking in the Village has been determined to be 1.3 parking spaces per dwelling unit.

The results of this analysis are:

Residential Uses – Staff have determined that with the range of densities permitted under the Strategy, all required residential parking spaces could be accommodated on-site, based on the rate of 1.3 parking spaces per residential unit plus 0.2 visitors' space per unit (shared with non-residential parking). If a developer wished to provide less parking on-site, there is the option to provide parking within 150 m of the property (secured in perpetuity through legal encumbrance), or the developer could choose to pay \$25,000 cash-in-lieu of each parking space not provided to the Steveston Off-Street Parking Reserve. In no case would on-street parking be used to meet residential parking requirements. Staff opinion is that cash-in-lieu payments for parking shortfall would likely be limited to non-residential spaces.

Non-Residential Uses - Based on future build-out, non-residential parking demand would exceed the future Steveston Village overall parking supply by approximately 30 parking spaces.

This non-residential parking shortfall is attributed to several properties that appear not able to meet the non-residential on-site parking requirements including properties with heritage buildings.

For those properties where required non-residential parking cannot be accommodated on-site, a cash-in-lieu payment of \$25,000 for each stall not provided can be made. In addition, it is also proposed that these non-residential shortfall cases could be partially addressed through on-street parking initiatives throughout Steveston Village, plus redevelopments which do not maximize the potential density available where additional parking on-site can be provided, and can be shared / leased to those sites with a non-residential parking shortfall.

While the Transportation Division will make efforts to increase the supply of on-street parking within the Village Core, it should be noted that there are currently sufficient public parking spaces available just outside the core area which could absorb the potential 30 space non-residential parking shortfall. These parking spaces are located within a five- to eight- minute walking distance of the Village, on Chatham Street between 3<sup>rd</sup> Avenue and 7<sup>th</sup> Avenue.

Proposed Concept:

Based on the above updated staff analysis and previous comments made at Planning Committee, staff propose to adjust the parking reduction permitted in the Strategy as follows:

Table 1 – Proposed Amendments to Parking Requirements in the Village Conservation Strategy

Use	Parking Required Under Existing Strategy	Parking Required Under Proposed Review Concept
Mixed Use - Residential	33% reduction from Zoning bylaw - 1.0 space per dwelling	13% reduction from Zoning bylaw - 1.3 spaces per dwelling. Minimum of one space per dwelling on-site
Mixed Use – Residential Visitors'	0.2 space per dwelling unit (shared with non-residential uses)	No change
Mixed Use – Non-Residential	33% reduction from Zoning bylaw	No change

Under the proposed Review Concept, if a development proposal is unable to provide the 1.3 parking spaces per dwelling unit, cash-in-lieu of parking contribution can be made, but in no case will less than 1 parking space per dwelling unit be permitted. Cash-in-lieu of parking payment would be at the established rate of \$25,000 per space not provided on site.

#### 4. Streetscape Improvements

Based on Transportation's analysis of the streetscape improvements to Chatham Street and Bayview Street, it is expected that improvements could result in approximately 55 additional parking spaces on Chatham Street, and approximately 20 new parking spaces on Bayview Street, for a total of up to 75 additional parking spaces in the Steveston Village. As noted earlier, Transportation Division staff will present a separate report on the proposed streetscape improvement concepts in conjunction with this report, at the February 19, 2013 Planning Committee meeting.

#### 5. Geodetic Building Elevation Point

The existing Strategy requires that the constructed floor slab for new non-residential construction meet existing road elevation. While the ground elevation throughout the Steveston Village is relatively consistent, there is a rise in grade from Moncton Street south to Bayview Street, which is the municipal dike. This change in grade is approximately 1.8 m from the grade at the intersection of Moncton Street and 3<sup>rd</sup> Avenue – which is 1.4 m GSC (Geodetic Survey of Canada) - to 3.2 m GSC at Bayview Street. The grade makes a traditional measurement of height and determination of a vertical building envelope challenging.

##### Planning Committee Concerns

Members of the Planning Committee expressed concerns regarding the elevation to be used as the base for determining building height. It was suggested that the Moncton Street elevation of 1.4 m GSC be used as the baseline elevation throughout the Steveston Village.

##### Proposed Concept:

The Review Concept proposes that the maximum slab elevation for any parking structure or non-residential floor slab be no higher than the greater of 1.4 m GSC, or the elevation of the existing adjacent sidewalk, ensuring full mobility access to non-residential areas and respecting the existing character of the area. Future development applications are to conform to this 1.4 m GSC

measurement datum. Flood protection requirements under Flood Plain Designation and Protection Bylaw No. 8204 would still apply to all developments in the Steveston Village. The 1.4 m GSC measurement datum will apply to most areas of the Village, including properties on the north side of Bayview Street.

This measurement datum will not apply to lands on the south side of Bayview Street (Area 8), as the current road elevation of 3.2 m GSC is applicable to that area. For these properties, non-residential floor slab will be the greater of 3.2 m GSC or the elevation of the adjacent sidewalk, if one exists. Establishing the 1.4 m GSC as the base elevation provides certainty of the grade benchmark in the Village and reinforces the existing road elevation as a character-defining heritage feature.

#### Dike Master Plan

The Engineering Department is currently preparing the Dike Master Plan, which will have implications for the Steveston area. The primary options under consideration are to improve dikes in their current location, or build a new dike on Steveston Island. Engineering staff will be reporting to Council in 2013 on the results of stakeholder consultation and provide recommendations for a future strategy. Any potential implications for heritage conservation in the Steveston Village will be identified at that time.

## 6. Building Height

Building height and massing are key aspects of the character of Steveston Village, particularly on Moncton and Bayview Streets as the two main streets of Steveston Village. The existing Strategy allows building heights as shown in the following table:

Table 2 – Building Height Permitted Under the Existing Steveston Village Conservation Strategy

	Before Strategy (pre – 2009)	Existing Strategy
Areas 1 to 3 Chatham St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Areas 4 and 5 Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)
Area 6 S of Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 7 Bayview St (N)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 8 Bayview St (S)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m) ZMU10 – 2 storeys (9 m)	Up 3 storeys – height not to exceed 20 m GSC

#### Planning Committee Concerns

Planning Committee has expressed concerns about building height in the Steveston Village including the potential impacts of having three storey buildings on Moncton and Bayview Streets. Comments from the Committee included:

1. Moncton Street should remain generally at 2 storeys. While the existing Strategy permits a limited amount (1/3 of a block) to be 3 storeys, the existing 2 storey character was strongly supported.



2. North side of Bayview Street should have a maximum building height of 2 storeys. Any non-residential slab elevation should match existing Bayview Street elevation.

#### Proposed Concept:

The Review Concept outlined in this report would generally maintain the height guidelines established in the Strategy, with changes proposed for Moncton Street (Areas 4 and 5) and properties on the north side of Bayview Street (Area 7) as follows:

Table 3 – Proposed Building Height in the Steveston Village

	2009 Strategy	Proposed Review Concept
Areas 1, 2 and 3 Chatham St	3 storeys (12 m)	No change
Areas 4 and 5 Moncton St	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)	2 storeys (9 m) max. Additional height and density may be considered on a case by case basis <b>Change from existing Strategy</b>
Area 6 S of Moncton St	3 storeys (12 m)	No change
Area 7 – North Side of Bayview Street	Up to 3 storeys (12 m)	2 storeys facing Bayview Street (1/2 of building) stepping back to 2 ½ storeys (in gable or roof only) North portion of site – 3 storeys (1/2 of building) 2 ½ storeys limited to 1/3 of a block (1 building in 3) Maximum height 15 m GSC (height of structure 13.6 m) <b>Change from existing Strategy</b>
Area 8 – South side of Bayview Street	Up 3 storeys – height not to exceed 20 m GSC	No change

The maximum building height for Moncton Street (Areas 4 and 5) is proposed to be limited to 2 storeys and 9 m (29.5 ft). This reflects the comments of the Planning Committee regarding the existing character of the street. However, it should be noted that applications to rezone for a taller building could still be submitted, and would be reviewed on a case-by-case basis. These applications would have to clearly demonstrate community benefit and exceptional heritage conservation measures as part of any application submitted for Council consideration.

The proposed Strategy would allow a maximum building height of 15 m GSC for lots on the north side of Bayview Street (Area 7) reflecting the changing grade of these properties. A 2-storey building with below-structure parking fronting onto the north side of Bayview Street will result in a three storey building on the north property line, as the site grade drops from Bayview Street moving north. The height of the structure from grade at the north property line would be a maximum of 13.6 m, and 12 m from grade at the south property line.

The Review Concept also proposes new controls for upper storey massing of buildings in Area 7 (the north side of Bayview Street). Up to ½ of the building fronting Bayview Street can be 2 storeys stepping back to 2 ½ storeys and the north ½ of the building can be up to 3 storeys. Any 2 ½ storey element would be limited to gable roof elements, to ensure that the floor area of the ½ storey is contained in the roof structure. It is proposed that a 2 ½ storey structure would be limited to 1/3 of the block, to ensure a variety of roof lines and building height along the north side of Bayview Street.

Staff will work with individual development applications to ensure that this proposed concept is met, recognizing that site specific issues and design concepts may result in some variation. However, the two storey limit for the immediate frontage of Bayview Street will be applied.

For the south side of Bayview Street (Area 8), the allowed height would remain unchanged at 3 storeys with a maximum height of 20 m GSC. The 20 m GSC height limit would result in a height of structure above grade of 16.8 m.

For the purposes of measuring height in the Village Conservation Area, an under-structure parking area (if one is provided) will be considered a storey, but the floor area of the parking structure will not be used in calculations of Floor Area Ratio.

## 7. Density

Existing Zoning - The existing CS2 and CS3 mixed-use zones in the Steveston Village allow a maximum Floor Area Ratio (FAR) of 1.0. The CS2 zone allows a building height of two or three storeys / 9m and the CS3 Zone allows 3 storeys / 12 m.

The existing Strategy includes two levels of density bonusing, achievable through rezoning properties to a new Steveston Conservation Zone.

1. Rezoning a site to the heritage conservation zone grants an automatic increase in FAR of 0.2 to a total of 1.2 as an incentive for heritage conservation and to encourage the retention of the historical small scale of development in the Village, and for a contribution to affordable housing, as per Richmond Zoning Bylaw requirements.
2. A further 0.4 FAR density bonus is also available resulting in a total potential density of 1.6 FAR in support of heritage conservation, contribution to the Heritage Grant program, and for a contribution to affordable housing.

Table 4 summarizes the density permitted under the existing Strategy:

Table 4 -- Maximum Density (FAR) Permitted in the Existing Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Moncton Street - Areas 4 and 5	1.2 base, limited (up to 1/3 of a block) potential for up to 1.6 FAR for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Riverfront Area – Area 8	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing

## Planning Committee Concerns

Planning Committee has not expressed specific concerns regarding the density bonusing provided under the existing Strategy, but concerns were raised regarding the potential impact of three-storey buildings on Moncton Street. However, the maximum 1.6 FAR permitted cannot likely be achieved without a three-storey building, and utilizing the full parking reductions as

provided in the existing Strategy. As a result, accommodating buildings in the Village which achieve the maximum 1.6 FAR will likely result in larger, taller buildings which may not be consistent with Council's or the community's vision for the Steveston Village.

#### Proposed Concept:

Staff proposes to change the permitted density in the Strategy for Moncton Street (Areas 4 and 5) as follows:

Table 5 – Proposed Maximum Density (FAR) in the Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing
Moncton Street - Areas 4 and 5	1.0 base FAR up to 1.2 as incentive to retain small scale of development and for contribution to Affordable Housing <b>Change from existing Strategy</b>
Riverfront Area – Area 8	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing

For Moncton Street (Areas 4 and 5) staff propose that the maximum density be reduced to 1.2 FAR, eliminating the outright provision for 3-storey buildings and 1.6 FAR on portions of Moncton Street. The proposed change reflects the high value placed on the existing character of this street, and the Planning Committee's concerns regarding building height and compatibility with the overall character of Steveston. The 0.2 FAR density bonus is retained as an incentive to retain the small scale of development in the Village and encourage heritage conservation.

However, it should be noted that applications to amend the Area Plan and rezone to allow higher density and a 3-storey / 12 m building height for properties on Moncton Street could still be submitted. These applications would be reviewed on a case-by-case basis, and applicants would have to clearly demonstrate community benefit and heritage conservation measures or provide the required contribution to heritage funding as part of any application submission for Council consideration.

## 8. Design Guidelines

The Planning Committee did not request specific changes to the existing Development Permit Guidelines for the Steveston Village. The Strategy includes Development Permit Guidelines for:

- 1 – preservation of the exterior 17 existing heritage buildings; and
- 2 - enhanced 'Sakamoto' guidelines for the remaining buildings in the Village.

Staff suggest that these guidelines are adequate and appropriate to assist in achieving the design quality and character envisioned for the Village, and no changes are proposed.

## Summary

In summary, staff has reviewed the existing Steveston Village Conservation Strategy, and the Steveston Area Plan. This review finds that the majority of the objectives and policies of the Strategy and the Area Plan remain valid, and that some minor changes are proposed to address the concerns of the Planning Committee:

- Residential parking: amend the residential parking reductions permitted under the Strategy from 33% of bylaw requirements to 13%, minimum of 1.0 space per dwelling unit must be provided on site;
- Non-residential parking: no change for non-residential parking;
- Residential density: reduce the maximum allowed density along the North and South sides of Moncton Street to 1.2 FAR;
- Building Height: reduce the maximum building height for buildings on Moncton Street to 2 storeys and 9 m;
- Amend the maximum height for buildings on the north side of Bayview Street (Area 7) to allow the south ½ of the building to be 2 storeys, stepping back to 2 ½ storeys in and allow 3 storeys for the north ½ of the building;
- Establish a 15 m GSC maximum building height for lots on the north side of Bayview Street (Area 7); and
- Confirm the 1.4 m GSC datum elevation – determined by the road elevation at the intersection of Moncton Street and 3<sup>rd</sup> Avenue – or the elevation of the adjacent sidewalk as the base datum point for the Village. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC would be used.

## Proposed Benefits

The proposed amendments to the Strategy would have the following benefits to on-going heritage conservation and development in Steveston Village:

- Revised parking requirements will ensure that real demand for residential parking is provided on-site wherever possible, and for cases where this is not possible, a cash-in-lieu of parking contribution can be made.
- Addresses concerns raised by the Planning Committee regarding the potential for 3 storey buildings on Moncton Street. Applications for three storey buildings would still be possible, but projects will be assessed on individual merit and proposed benefits to heritage conservation and preservation, rather than be an outright provision in the Strategy.
- Clarifies the existing geodetic elevation of the Village – 1.4 m GSC as measured at the intersection of Moncton Street and 3<sup>rd</sup> Avenue as the baseline for the Village, and reinforces an important character-defining historical feature of the Steveston Village. Properties on the south side of Bayview Street will be subject to the 3.2 m GSC datum.
- Clarifies and simplifies the determination of maximum building height for the properties on the north side of Bayview Street which are sloped from south to north. The proposed height of 15m GSC is a moderate height limit that would permit a two storey façade on

Bayview Street, and a three storey building to the north of properties on the north side of Bayview Street.

#### **Financial Impact**

None.

#### **Next Steps / Public Consultation**

Should the proposed Steveston Village Conservation Strategy Review Concept be endorsed for further consultation, staff propose that the review concept be presented for public feedback. Staff propose one open house be jointly held to also present the findings and recommendations set out in the Long-Term Streetscape Visions for Bayview Street and Chatham Street report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and that relevant material be posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback received, and report back by July 2013 with the proposed amendments to the Steveston Village Conservation Strategy, and the Steveston Area Plan as required. The Transportation Division would also report back at the same Planning Committee meeting in July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy.

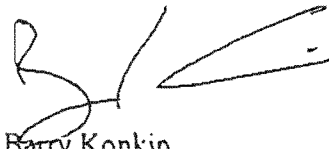
#### **Conclusion**

As directed by Planning Committee, staff has reviewed the Steveston Village Conservation Strategy, and are of the opinion that the intent of the Strategy policies are still valid.

It is recommended that the changes to the Strategy as outlined in this report be received, and that staff be directed to consult with Steveston residents and businesses and the Urban Development Institute, and report back to Planning Committee by July 2013 with results and recommendations.



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Attachment 1: Map and Chart of Heritage Policies

Proposed Review Concept - Steveston Village Conservation Strategy



PLN - 34



### Area 1

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

### Area 2

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

### Area 3

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

#### Area 4

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	OK	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	1.4 m GSC (or adjacent sidewalk)

#### Area 5

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Some concerns 2 storey max south of Moncton Street	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR ; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

#### Area 6

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	Some concerns 2 storey max south of Moncton Street	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)



## Area 7

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone- 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns 2 storey max south of Moncton Street Concerns regarding three storey height	Facing Bayview - 2 storeys stepping back to 2 ½ storeys (in gable or roof element only) (50% of building) Rear (north) of Bayview sites – 3 storeys (50% of building) Max. height 15 m GSC / 13.6 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	1.4 m GSC (or adjacent sidewalk)

## Area 8

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone / ZMU10- 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	Up to 3 storeys Maximum height- 20 m GSC – 16.8 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m <sup>2</sup> <u>Restaurant</u> : 6 per 100 m <sup>2</sup>	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	3.2m GSC or adjacent sidewalk

# Steveston Village Conservation Strategy—2013 Update

## Proposed:

### 1. Steveston Village Conservation Strategy Changes

### 2. Bayview & Chatham Proposed Long-Term Streetscape Visions

## Public Open House, May 4, 2013

### Purpose

The purpose of this public open house is to present the City's proposed changes and seek the public's feedback on the following two items:

1. The Proposed Steveston Village Conservation Strategy and Area Plan changes.
2. The Proposed Bayview & Chatham Long-Term Streetscape Visions

### What has Richmond City Council directed?

In February 2013, Richmond City Council directed that staff meet with the community to present the proposed changes to the Strategy for comments.

### How are we engaging the community?

1. Held a stakeholder meeting in April, 2013
2. Holding public open house May 4, 2013
3. Providing a discussion forum, information and feedback form on [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca) (April–May 2013)

These engagement opportunities allow the public access to detailed information and City staff to learn more about the proposed changes, online discussion forums and printed/online feedback forms to submit their comments.

### Two displays

There are two Open House displays to see, namely:

1. Proposed Steveston Village Conservation Strategy and Area Plan Review Changes
2. Proposed Long-Term Bayview & Chatham Streetscape Visions

### Get involved

- Please read the display boards, ask questions
- Complete and submit both feedback forms—available at open house or online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)
  - Submit them in the drop boxes provided here at the public open house
  - Email the Heritage Conservation Strategy survey to [barry.konkin@richmond.ca](mailto:barry.konkin@richmond.ca) at the City of Richmond
  - Email the Streetscape Visions survey to [sonali.hingorani@richmond.ca](mailto:sonali.hingorani@richmond.ca) at the City of Richmond
  - Mail them both to Barry Konkin at the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
- Fax them to the City of Richmond at 604-276-4052
  - Complete them online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)

### Contacts

- For the Steveston Village Conservation Strategy and Area Plan  
**Barry Konkin**, Policy Planning Division  
E: [barry.konkin@richmond.ca](mailto:barry.konkin@richmond.ca)  
T: 604-276-4279
- For the Bayview and Chatham Long-Term Streetscape Vision  
**Sonali Hingorani**, Transportation Division  
E: [sonali.hingorani@richmond.ca](mailto:sonali.hingorani@richmond.ca)  
T: 604-276-4049

### Your Opinions are Important to Us

Community feedback is an important component when considering changes to the Steveston Village Conservation Strategy.

Please fill out the Feedback form as you view the display boards.

PLN - 38





# Steveston Village Conservation Strategy—2013 Update

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## Purpose

The purpose of this public Open House is to seek residents' views regarding proposed changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.

Summary of proposed changes are:

### 1. Moncton Street

	From	To
1. Reduce the maximum <b>building height</b>	1 building in 3 can be 3 storeys and the remainder of the block can be 2 storeys	All buildings on the block can be no more than 2 storeys
2. Reduce the maximum <b>building density</b>	from 1 building in 3 built with a total Floor Area Ratio (FAR) of 1.6 times the lot area	A maximum FAR of 1.2 time the lot area for the entire street

### 2. Bayview Street

	From	To
Reduce the maximum <b>building height</b> on north side of street	3 storeys	2 to 2½ storeys facing Bayview Street, stepping back to 3 storeys for the rear half of the building
Increase the <b>minimum parking</b> required on-site for all new residential development	from 1.0 parking spaces per dwelling unit	to 1.3 parking spaces per dwelling unit

These changes are to fine-tune the Strategy for future development and heritage protection in the Village.

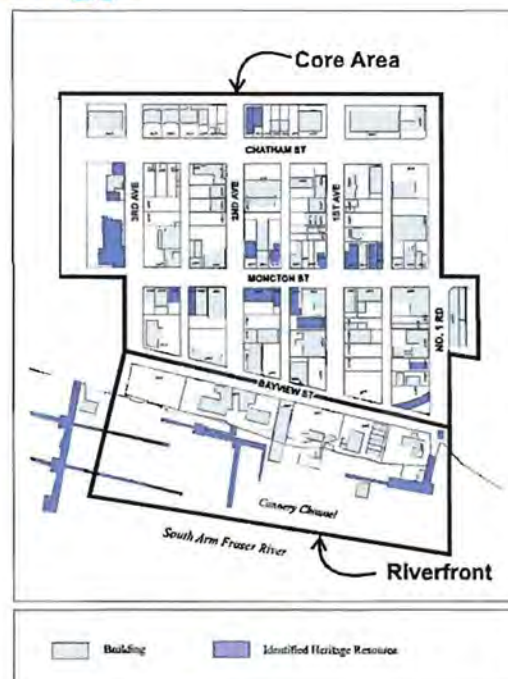
If these changes are endorsed by the public, the Strategy will be updated, and a minor change will be required to the Steveston Area Plan, to replace a map showing permitted building height and density.

## What is the Steveston Village Conservation Strategy?

The Steveston Village Conservation Strategy was approved by Council in 2009 as a planning framework to support heritage preservation in the Steveston Village. It identifies several key features of the existing character that make Steveston unique, including:

- 17 key heritage buildings
- 73 other buildings within the Village Core
- Historic small lot development / historic lot lines
- Commercial space at grade
- Views to Fraser River
- The South dike

The Strategy outlines rezoning incentives for heritage conservation including reduced on-site parking, increased building height and density in some areas of the Village.



## What is the Steveston Heritage Conservation Area?


In addition to adopting the Strategy and establishing new Development Permit Guidelines for the Steveston Village in 2009, Council also declared the Steveston Village core a *Heritage Conservation Area (HCA)*.

The HCA acknowledges the distinctive and important character of the Steveston Village, and establishes tools for its long-term protection.

With the Heritage Conservation Area in place, any new buildings or a renovation to any existing building *anywhere* in the HCA requires that a *Heritage Alteration Permit* be issued.

### Steveston Village Heritage Conservation Area



 Steveston Village Heritage Conservation Area

The Strategy is harmonized with the Steveston Area Plan Development Permit Guidelines to manage the form and character of buildings in the Steveston Village.

Any new development or significant alteration of an existing building in the Village requires both a Heritage Alteration Permit and a Development Permit and manage its form and character.



## What are Development Permit Guidelines?

Under the *Local Government Act*, the City of Richmond has designated Steveston as a Development Permit Area to manage the form and character of commercial mixed residential and commercial and light industrial buildings.

All buildings in the Village, as well as renovation or change to existing buildings must meet these guidelines and obtain a Development Permit before a Building Permit can be issued.



### Two Types of Development Permits

In the Steveston Area Plan, two types of Development Permit Guidelines are provided:

#### 1. Guidelines for New Development / Buildings

- Pedestrian-oriented designs
- Enhanced street-end views
- Maintain / enhance heritage structures
- Varied roof lines
- Varied front facades
- High quality building materials and landscaping

#### 2. Guidelines for 17 Identified Existing Heritage Buildings

- Identified heritage resources to be protected
- Historic lot lines to be re-created / captured in built form
- Massing and rooflines to be compatible with overall village character
- Building scale to respect older character and structure
- Upper floor(s) to be setback to avoid dominance over the street
- High quality building materials and landscaping
- Sign materials and design to be compatible with surrounding character
- Animated streetscapes

### What is a Heritage Alteration Permit?

A Heritage Alteration Permit (HAP) is a permit issued by City Council to allow certain changes to be made to a protected heritage property.

Village properties which require a HAP include all properties within the Heritage Conservation Area.

The Heritage Alteration Permit is similar to a Development Permit but it addresses the heritage design and materials to existing heritage buildings, and new buildings.





## Proposed Changes to the Steveston Village Conservation Strategy

Four changes to the Conservation Strategy are proposed:

### 1. Maximum Building Height on Moncton Street

The Steveston Village Conservation Strategy allows buildings on Moncton Street to be 2-storeys and 9 m (30 ft) tall, and might allow 1 building in 3 on each block to be 3-storeys and 12 m (40 ft) in height.

We have heard concerns about the visual impact that 3-storey buildings allowed in every block might have on the character of Moncton Street.

It is proposed to limit new buildings on Moncton Street to a maximum of 2-storeys and 9 m (30 ft) in height to better preserve the character of this important street in the Village.

While 2-storeys are preferred along Moncton Street, the proposed change would still allow a 3-storey building on Moncton Street to be considered, and where there is exceptional, high quality design.

The benefits of this proposed change are that the proposed height limit better respects the existing heritage character and values of Moncton Street and ensures that new development is more compatible with Moncton Street and the Village.



What do you think about the proposal to limit the maximum height for new buildings on Moncton Street to 2 storeys?

Please give us your comments on the blue survey form.

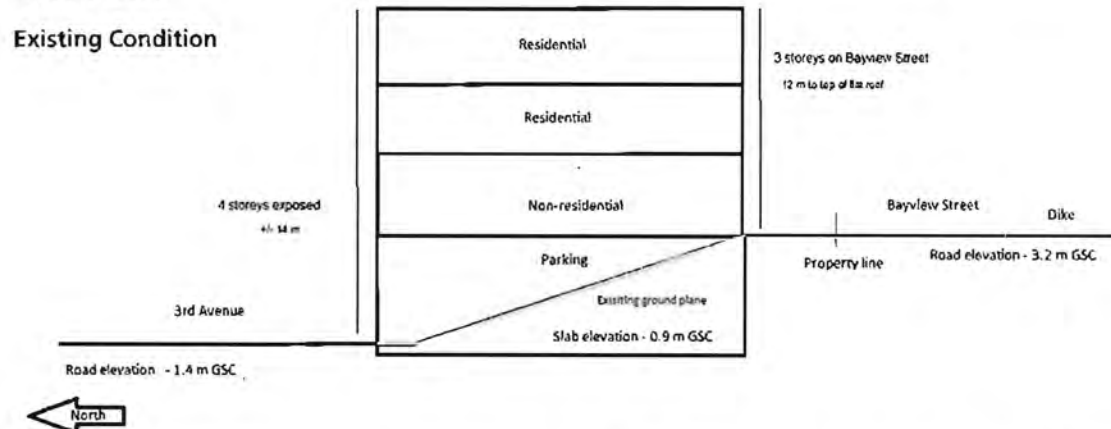


## 2. Maximum Building Height on the North side of Bayview Street

New buildings on the north side of Bayview Street must address a unique condition in the Village, namely: the south part of these properties features a rising grade as they approach Bayview Street, which is the municipal dike, and the northern part of the site is lower.



The Strategy currently allows 3-storey buildings on the north side of Bayview Street. Due to the changing grade, a 3-storey building fronting onto Bayview Street will result in the appearance of a four storey building on the rear (north) of these properties, and the potential for an overly tall 3-storey building appearance on Bayview Street.



It is proposed that building height be limited to 2-storeys facing Bayview Street and 3-storeys for the north part of the site.

A 2-storey building may also feature some living space in the roof area, but only for that half of the building closest to Bayview Street. We think that this will improve the streetscape on Bayview Street, and make new buildings more compatible with existing development in the Village.

The benefits of this proposed change are that the Bayview Street streetscape retains its 2-storey character, and the north side of buildings will be 3-storeys, not 4 storeys, avoiding a dominant appearance looking south from Moncton Street.

**What do you think about the proposed changes to the maximum permitted height for new buildings on the north side of Bayview Street?**

Please give us your comments on the blue survey form.



## 3. Maximum Density on Moncton Street

As an incentive for heritage preservation, the Strategy offers a range of permitted densities for development higher than the existing zones in the Village.

The higher density is available for rezoning applications to a new Steveston Heritage Conservation Zone.

Density is measured as a ratio of building size to lot area, which is known as Floor Area Ratio (FAR).

The density permitted under the Conservation Strategy ranges from 1.2 FAR to 1.6 FAR, and is intended to financially encourage owners to redevelop their land, by maintaining or building around or on top of existing heritage buildings.

In most cases a building which achieves a floor area ratio of 1.6 would be 3 storeys tall.



Concerns have been raised that buildings with a density of 1.6 FAR would not be sufficiently compatible with the existing character of Moncton Street, and could have a negative impact on the overall look and feel of the Village Core.

As discussed on Board No.4, it is proposed to limit the maximum building height on Moncton Street to 2-storeys. Based on this limit, a reduced density of 1.2 FAR is also proposed, to ensure that these two aspects of the Steveston Village Conservation Strategy are consistent with each other.

Taller buildings with a maximum density of up to 1.6 FAR may still be considered but only in cases of exceptional design.

The benefit of the proposed change to the Strategy is to better ensure that new development is compatible with the highly-valued character of Moncton Street and the Village.

**What do you think about the proposed reduction to the maximum density permitted for new buildings on Moncton Street?**

Please give us your comments on the blue survey form.



# Steveston Village Conservation Strategy—2013 Update

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## 4. Parking Incentives

As part of the incentives offered in the Strategy, new developments can currently provide up to 33% less parking than what is required under the Richmond Zoning Bylaw as follows:

Use	Current Zoning Bylaw Requirements	Currently Permitted Under the Strategy (33% reduction)
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	1 space per unit—provided on or off site, or cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	2 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	6 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m—provided on or off site, or cash-in-lieu payment	.67 space per 100 sq.m—provided on or off site, or cash-in-lieu payment

We have heard concerns that, if a site is rezoned to the proposed Heritage Conservation zone, taking advantage of the permitted reduction in on-site parking of up to 33%, may cause residents or visitors to have to park on the street. Additional concern was that, if this were to occur, there may not be sufficient parking for local businesses and their customers.

It is proposed to change the off-street parking requirements as follows:

Use	Current Zoning Bylaw Requirements	Proposed Change to the Strategy
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	<b>Change from Strategy</b> 1.3 spaces per unit—reduction of up to 15% from Zoning Bylaw requirements; minimum of one stall per unit provided on site, plus cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	<b>No change</b> 2 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	<b>No change</b> 6 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m—provided on or off site, or cash-in-lieu payment	<b>No change</b> .67 space per 100 sq.m—provided on or off site, or cash-in-lieu payment

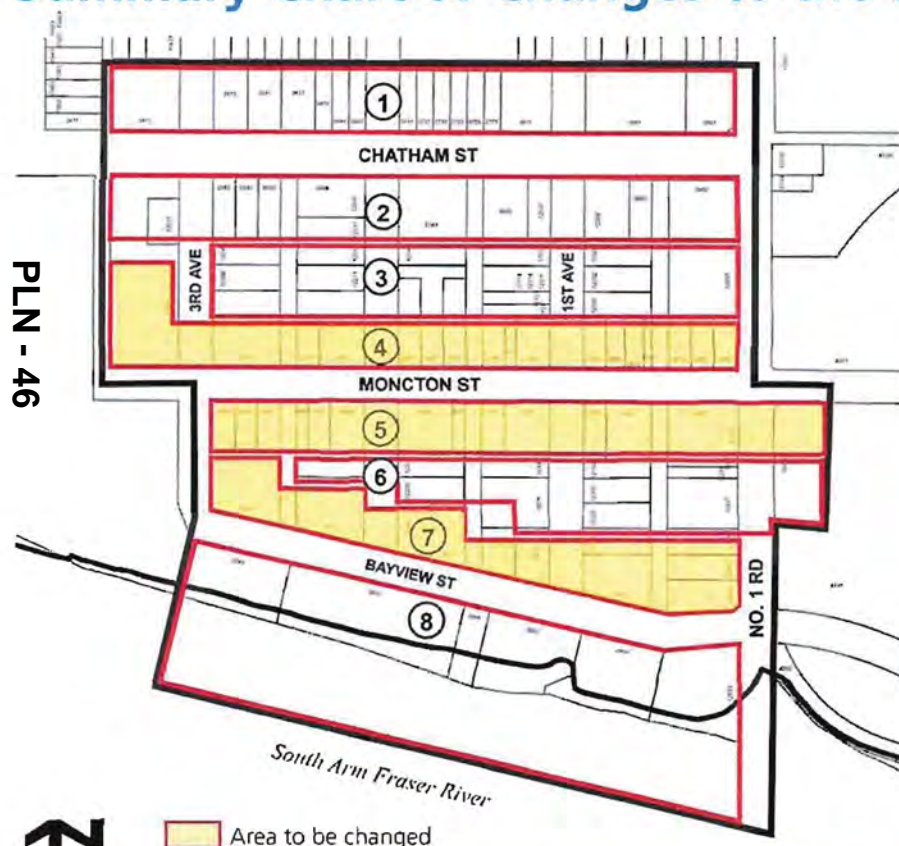
The benefits of this proposed change is that residential buildings would provide more on-site parking. If any project proposes to provide the minimum 1.0 space per residential dwelling unit on site, a cash contribution towards improving on-street parking would be required.

What do you think about the proposed increase the parking required for residential uses in the Village Conservation Area?

Please give us your comments on the blue survey form.



## Summary Chart of Changes to the Steveston Village Conservation Strategy



Area 1	
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 2	
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 3	
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 4	
<b>CHANGE</b>	Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
Building Height	
FAR	Maximum of 1.2—additional density considered on a case by case basis
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 5	
<b>CHANGE</b>	Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
Building Height	
FAR	Maximum of 1.2—additional density considered on a case by case basis
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 6	
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 7	
<b>CHANGE</b>	Facing Bayview—1/2 of building (south) 2 storeys stepping back to 2 ½ storeys and ½ of building (north) at 3 storeys
Building Height	Maximum height—15 m GSC
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk

Area 8	
Building Height	Maximum of 3 storeys
	Maximum height—20 m GSC
FAR	Maximum of 1.6
Slab elevation	Maximum of 3.2m GSC or adjacent sidewalk

Please fill out the Feedback form as you view the display boards.

## Survey

Please take a few minutes to fill out the blue Survey form regarding our proposed changes to the Steveston Village Conservation Strategy.

Your comments will help City staff and Richmond City Council determine if there is support for the proposals.

All Surveys must be submitted by **Friday, May 17, 2013** by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing the Heritage Conservation Survey to [barry.konkin@richmond.ca](mailto:barry.konkin@richmond.ca) at the City of Richmond; or
- Completing it online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)

## Next Steps in the Process

- Council will consider the public and stakeholder feedback in finalizing any changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.
- As a bylaw and a Public Hearing are required for any changes to the Steveston Area Plan, the public will have a formal opportunity to comment on any proposed amendment to the Steveston Area Plan as part of the bylaw adoption process, before a final decision is made by Council.
- It is anticipated that any changes to the Strategy and the Steveston Area Plan will be brought forward for Council's consideration in the Fall of 2013.
- **Please also review the display from the Transportation Division on the proposed changes to the design of Catham Street and Bayview Street.**

## Thank you.



City of  
Richmond

**Steveston Village Conservation  
Strategy Update  
Survey Form  
May 2013**

## Purpose

The purpose of this survey is to invite stakeholder and public feedback regarding proposed changes to the Steveston Village Conservation Strategy.

Your views will be considered by Council in making decisions.

## Questions

1. Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2. Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Please indicate your preference below:

☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree

2. The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto Bayview Street, and to allow the building to be stepped back to 2 ½ storeys. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

Please indicate your preference below:

☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree

3. Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure more on-site parking is provided, and impacts on street parking are reduced.

Please indicate your preference below:

☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree

## Other Comments

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Name: \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Neighbourhood: ☐ Steveston ☐ Other

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**Thank you for your feedback.**

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of [bkonkin@richmond.ca](mailto:bkonkin@richmond.ca); or
- Fill it out online at the City's website and at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.





City of  
Richmond

Steveston Village Conservation  
Strategy Update  
Survey Form  
May 2013

## 4 Completed Stakeholder Survey Forms

### Purpose

The purpose of this survey is to invite stakeholder and public feedback regarding proposed changes to the Steveston Village Conservation Strategy.

Your views will be considered by Council in making decisions.

### Questions

1. Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2. Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Please indicate your preference below:

☐ Strongly Agree ☒ Agree ☐ Neutral ☐ Disagree ☒ Strongly Disagree

\* ELIMINATE "CASE BY CASE" HEIGHT + DENSITY INCREASE APPLICATIONS

2. The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto Bayview Street, and to allow the building to be stepped back to 2 ½ storeys. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

Please indicate your preference below: WITH NO OPTION FOR INCREASED HEIGHT + DENSITY APPLICATIONS

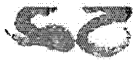
☒ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

3. Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure more on-site parking is provided, and impacts on street parking are reduced.

Please indicate your preference below:

☒ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree



Other Comments

STATED

# CHANGE MOVEMENT TO 2 STORIES,  
WITH NO OPTION FOR INCREASED  
HEIGHT OR DENSITY.

Name:

BRUCE LIVINGSTON

Company Name:

LONDON HERITAGE FARM SOCIETY

Address:

6511 DYKE ROAD RICHMOND BC V7E 3R3

Phone:

604-377-5964

Email:

stevestonelo tours @ gmail . com

Postal Code:

V

Neighbourhood:

☒

Steveston

☐

Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of [bkonkin@richmond.ca](mailto:bkonkin@richmond.ca); or
- Fill it out online at the City's website and at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.





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The purpose of this survey is to invite stakeholder and public feedback regarding proposed changes to the Steveston Village Conservation Strategy.

Your views will be considered by Council in making decisions.

## Questions

- Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2. Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Please indicate your preference below:

☐ Strongly Agree ☒ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

- The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

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Please indicate your preference below:

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*NO MORE THAN 2 STOREYS*

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PLN-52

*Force To 0%*

*Allow For more On Street Parking For*

82  
Other Comments

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Name:

GARY WATSON

Company Name:

RICHMOND PARKING ADVISORY COMMITTEE

Address:

10201 E 4 ROAD

Phone:

604 271-4147

Email:

Postal Code:

V7A 2Z5

Neighbourhood:

☐ Steveston

☒ Other

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Please indicate your preference below:

☐ Strongly Agree    ☒ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree

## Other Comments

Parking requirements for new buildings are already too low. Payment in lieu just makes the problem worse until transportation is improved a requirement for 1.5 spaces per residential unit is required

Name: SHELDON NIDEN

Company Name: Architectural Design

Address: 9757 ASHWOOD DR.

Phone: 604-274-0602

Email: sheldon@niden.org

Postal Code: V6Y 2Z4

Neighbourhood: ☐ Steveston ☒ Other

Thank you for your feedback.

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- Fax it to the City of Richmond at 604-276-4052 (fax); or
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Please indicate your preference below:

☐ Strongly Agree ☐ Agree ☒ Neutral ☐ Disagree ☐ Strongly Disagree

Agree, except there should be NO exceptions otherwise the exception will become the rule.

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Please indicate your preference below:

☐ Strongly Agree ☐ Agree ☒ Neutral ☐ Disagree ☐ Strongly Disagree

**Other Comments**

Do everything you can to prevent more height and density in the Village. We are coming perilously close to losing the heritage character of the Village as it is.

Name: ROBERT KIESMAN

Company Name: Steveston Harbour Authority

Address: 12740 Trites Road

Phone: (604) 204-0164 / (604) 272-5539

Email: robert.kiesman@gmail.com / bob@stevestonharbour.com

Postal Code: V7E 3R8

Neighbourhood: ☒ Steveston ☐ Other

Thank you for your feedback.

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Re Question 1: There should be no exceptions in the conservation area. Two storeys should be the rule. If you open the door for exceptions, every developer will apply for exceptions every single time and the community will be exhausted fighting every case. Steveston is and should remain a fishing village.

## **Other Public Comments From Open House Survey Forms**

- I prefer that the new standard be limited to 2 storeys. If developers want to build a taller building, they can apply for a change. That was the consensus of the Steveston Stakeholders meeting last Saturday.
- I think a similar strategy of two storeys and three storeys for the back half will work as well for Moncton Street as it does on Bayview Street. FSRs of 1.6 or higher should be permitted for all of the Steveston Heritage Conservation Area base on design instead of a blanket limit. This will result in better designs and land use.
- Steveston is the only outdoor pedestrian friendly commercial district in Richmond. It is not a strip mall. The objective should be to reduce traffic in the heart of the village not encourage more of it. If additional parking is required it should be outside of the heart of the district.
- Building height on Bayview should be restricted to 2 stories overall with no exceptions.
- Parking allowances for both residential and business should be reduced even more than 13%. Should be 2 full spaces per dwelling unit. Restrict parking to one side of Bayview only.
- Number of Non residential parking spaces should be designated by size of business.
- Bicycles should be restricted from using the boardwalk along the new construction site between Bayview and the river. Should be detoured along Bayview. Many people walk the boardwalk from one side to the other in both directions. No room for fast moving bikes. Is dangerous to mix the two.
- Please keep the village character in Steveston - No tall buildings! We are a tourist attraction.
- Do not allow any exceptions to the building height of 2 storeys in any direction
- The parking reduction should be increased.
- Is the 1.3 space is directly relating to the parking space or for other alternative transportation (i.e. scooter/bicycle)?
- Either way 1.3 space sounds good as space buffer for larger vehicles (van/truck).
- "I do have a concern. Given the desirability of the village, planners are contemplating more development and residential density. What make Steveston unique and as such very attractive is the "village character". Adding density both in terms of business and residents will forever hinder the very reason the Village is so desirable and it may alter or destroy the very character that makes Steveston unique. Granville Island downtown is a nice place, but not a village.



- City planners abdicated in their responsibility to maintain a buffer zone from the Village core and the river bank when phase TWO of the ONNI development was approved along the riverbank of Steveston between Bayview and Moncton. Architecture is ugly and uninspiring. Overbuilt with BOX-like buildings all the way to Moncton. The phase TWO development just being completed is an eye sore totally disconnected from the village concept and possibly a bad business decision. It is very sad! City core shall not have the same fate. City politicians and city planner have a second chance by learning that lesson: Keep the village as VILLAGE, with the character of the Village that was. People from far away as London and Rome tell me how joyous was for them to visit this last remnant of West Coast village. Keep the Village! Otherwise, the Village will be gone for ever. And what appear to be a good business decision today will be regretted later. Keep this in mind please.
- As a side comment I am against further densification of the Village as it will detract from the heritage Village Character. Also, street parking in the core areas should not be encouraged. there already is too much traffic, over the week-end especially.
- Reduce street parking to 1 hour limit to create turnover.
- Add more parking lots on fringe of village
- Limiting heights to 2 storeys could drive ALL development to be 2 storeys resulting in no height variations. One of the boards mentions a contribution to on-street parking in lieu of on-site parking restrictions. IMHO the collection of the street parking fee will be more impossible to collect. Plus - impossible to create on-street parking on an existing street.
- Re: Parking. The 3 hour limit effects business severely. 1 hour is plenty for shoppers. Anyone that wants to be there longer should park in the parking lots.
- I'm OK with all reasonable changes to the Buildings as long as the character of the older buildings is maintained - NO big private houses.
- Building have to conform to heritage designs on exterior. A 2 storey building does not have the height of a 3 storey.
- Recommend redeveloping Steveston Village commercial area as an adapted version of a mall that will attract shoppers to the boutique stores, restaurants and waterfront. Steveston Village needs to be commercially viable, and so it has to be attractive, cozy and easy to drive to and from. Commercial viability and vibrancy requires an ability to attract shoppers and visitors from beyond immediate adjacent area. It needs to be a destination to be sustainable. That means becoming cosier, more attractive and more convenient for car-visitors. GET RID OF FLAT ROOFS, WIDE EAVES, lot of colourful planting, canopies on sidewalk, restaurant seating, small soft streetlights. Reduce overhead power lines as much as possible, possibly over time. Poles and wiring harsh and detract from any appeal the architecture may have. Heritage architecture is

1950's, low-caliber, small-industrial town kitsch. It has character, but it's not high caliber. Therefore heritage concerns least important.

- I would like to preserve the village of Steveston. Having mostly low rise, low scale buildings, lots of store fronts should help to maintain the character and the pedestrian activity on the street. Faceless condos with no street level business will quickly change the village and could destroy it.
- My overall preference is for less parking on Bayview in particular making it more pedestrian/bicycle friendly but if increases for residential are required then I would have to agree.
- Would like more density outside the village area (multi-storey multi-family housing).
- The Japanese Benevolent Society's Office is a scary example of a lack of understanding about what 'heritage' means. Having gone to so much trouble to move the building in a controversial decision and then turning it into the modern building it now is - makes me very nervous about leaving any further heritage decisions in the hands of the City.
- No 3 storey buildings in the core area. Irrespective of "exceptional circumstances" or financial offerings.
- Steveston should be walkable, bike friendly community feeling neighbourhood. Parking is better outside Steveston. Chatham area is good or parkade. Please think and plan for the next 50 years, not just now.
- Minimum height restrictions on first floor commercial to ensure attractive streetscape. Higher density with office and residential on 2nd and 3rd storeys. Less parking and better public transit access.
- Reduce or eliminate cars in Steveston Village. Or 'hop on - hop off' bus would be very useful and less costly and/or a car parkade close to the core.
- Street parking should be reduced to a minimum - this could be achieved by having a parkade built near the centre, thus forcing people to walk to nearby stores, etc.
- If Richmond is serious about conserving the heritage aspect of Steveston, then the City of Richmond should not be promoting and/or allowing further densification in the area. Do not allow developers to change the ambience of Steveston. If they want to invest in Steveston then good on them. Do not let developers determine the future of Steveston by allowing an increase in density.
- If the City is sincere in its efforts to preserve Steveston's heritage character through this Conservation Strategy, stop allowing increased density that's totally out of character. Steveston is unique. It's small and people like it that way. Leave it alone. Re: rooftop gardens/patios: I've never seen any reference to roof top living in the history of Steveston so if the conservation

strategy aims to be accurate, this should not be allowed. If you are going to give in to developers designing this into buildings, it should be considered habitable area thereby counting as a storey. So in an area zoned for 2 storey buildings, you could theoretically allow rooftop living on a one storey building but not on top of a 2 storey building. Any trees/plantings or other built amenities on such a roof top could be no taller than the maximum height allowed in the zoning.

- Keep to the heritage plan 2 storeys only. One way traffic on Bayview, Moncton, #1 Road and 3rd.
- Allow laneway parking where possible.
- Bayview St. is congested morning till night and will be more so with Onni proposing commercial - I strongly oppose this.
- We strongly feel that there should be no more parking within the confines of Steveston Village.
- It is important that any new/renovated buildings look as though they have been in place for many years. The redevelopment at No. 1 Road and Moncton is a reasonable effort. Can we maintain/improve waterfront access (e.g., when the marine station next to Blenz is redeveloped there should).
- I am not against additional parking where the residences have been increased, but I am against any other increases to parking.
- Remove the scramble function from the lights at Moncton & 1 Road.
- I would like to see as many of the current buildings in Steveston on Moncton Street to be maintained and not torn down for new development.
- Unfortunately more residential parking is needed as there is poor public transportation options in Steveston. The transportation 2040 plan has no vision!
- Keep changes in Steveston to a minimum - start up the tram again into Vancouver - desperately needed.
- Attached Letter (P56)
- The price of property has become so costly. Any potential buyer/builder would have to have more so as to have the building cost effective. By limiting sq. ft. you will get a plain and simple building reacted as cheaply as possible.
- Question 1 suggests limit of 2 storeys for all buildings, then contradicts itself by allowing some exceptions. There should be NO EXEMPTIONS!

- We live on 3rd Avenue just north of Chatham. Day long parking and short term has increased dramatically. Thanks to Richmond Streets/Roads for putting in 5' wide gravel shoulder.
- I endorse the Strategy's proposal to reduce the maximum building height for all properties on Moncton to two storeys. Anything higher would compromise the historical character of the village - which has already been compromised too much.
- To alleviate pressure on downtown parking, from 1 or 2 areas for elderly/disabled to be dropped off/picked up max 10 - 15 minutes stopping only! I am concerned as to the subjective "exceptional design" for varying FAR and building height from the proposed changes.
- Change Moncton to 2 storeys, with no option for increased height or density.
- Parking requirements for new buildings are already too low. Payment in lieu just makes the problem worse until transportation is improved a requirement for 1.5 spaces per residential unit is required.
- Do everything you can to prevent more height and density in the village. We are coming perilously close to losing the heritage character of the village as it is.
- Re: Question 1: There should be no exceptions in the conservation area. Two storeys should be the rule. If you open the door for exceptions, every developer will apply for exceptions every single time and the community will be exhausted fighting every case. Steveston is and should remain a fishing village.

Dear Proposals :

I would first like to introduce myself,I have been a resident of Richmond since 1976

We have raised 3 boys that are married and we have always enjoyed visits to Steveston

I walk 5 days a week from Britania Museum along the "boardwalk" to the Concrete modern display of the Onni project, thru the village and out to Gary point and circle back.

I would like to express my view and concern on the public proposal presented last sat for feed back requests.

The presentation in Stevstun was quite professionally done,

My observation however is the attempt to create a theme of "conservation strategy update" of historical Stevstun.

I find it very difficult to accept the terms of thought in producing the theme "Conservation strategy" as being the proposal.

The present allowances will slowly allow Steveston to be developed like any other municipal location.

This shows a proposal that ultimately, restores, protects exsiting areas with allowances as quoted like "properties on Moncton st. to a maximum 2 storeys with maximum density of FAR of 1.2 **Exceptions maybe allowed in exceptional circumstances**" the black face comment to me is part of the creeping modernlization.

Similarly the "Streetscape vision"

In the UK particularly villages that I have visited,many times are protected from the crawling modern advancements of Parking and sidewalks. Etc.

Places in the UK will not allow cars into the villages.Visitors are offered parking areas at a distance and bus service or walking is the only approach.

Is the visitor more interested in cars parked on the street and large sidewalks.or the quaintness to the character that Stevstun still can offer and the visitor can enjoy a leisurely day?

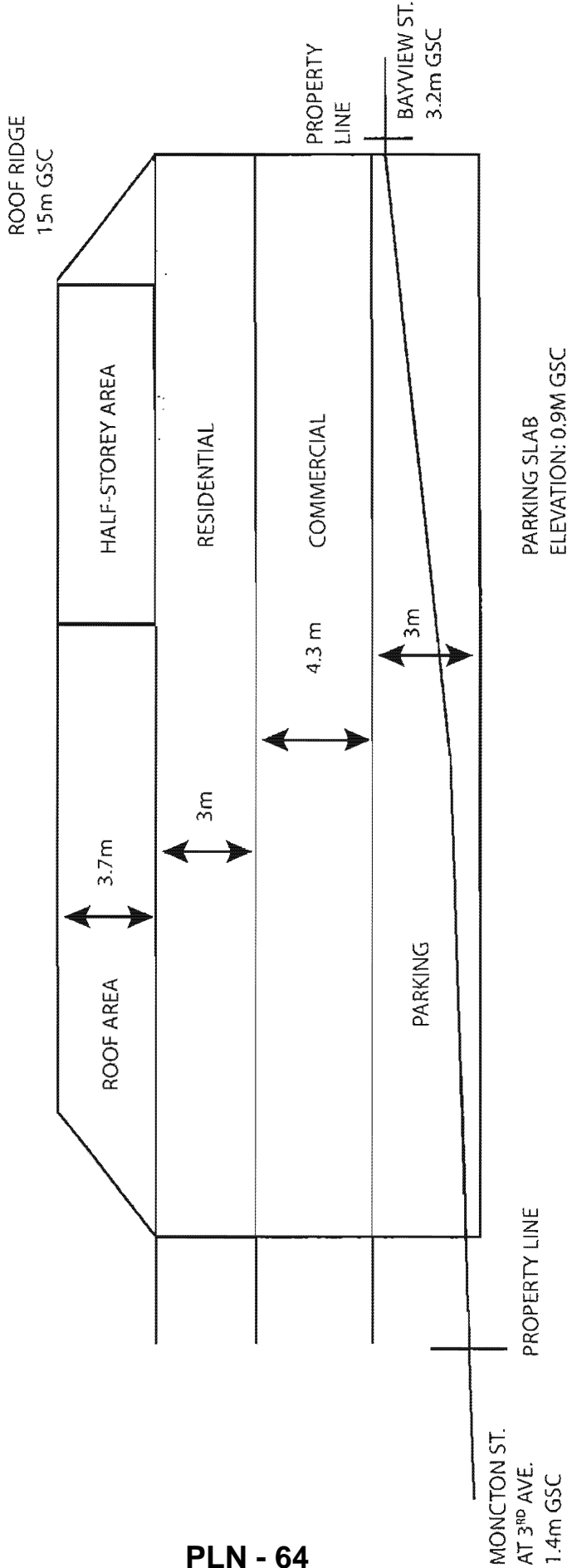
I believe Steveston has a historical image that can be saved for generations ,OR we can allow it to slowly be rerouted like any other north American village or town with your car parked next door,and lots of concrete to play on.

If I can be of any help and If you wish to respond here is my contact info;

Lorin Yakiwchuk  
604 274 3930  
[lorinwy@shaw.ca](mailto:lorinwy@shaw.ca)  
cc Mr Brodie

cc Mr Brodie

Cross-Section: North Side of Bayview Street  
with potential half-storey shown





**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8981 (Steveston Area Plan)**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by replacing the map titled "Steveston Village Character Area Map" on page 52 in Schedule 2.4 Steveston Area Plan with "Schedule A" attached to and forming part of Bylaw No. 8981.
2. Richmond Official Community Plan Bylaw 7100 is amended by replacing the map titled "Steveston Village Land Use Density and Building Height Map" on page 99 in Schedule 2.4 Steveston Area Plan with "Schedule B", a new table and map, attached to and forming part of Bylaw No. 8981, and renumbering the remaining pages accordingly.
3. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

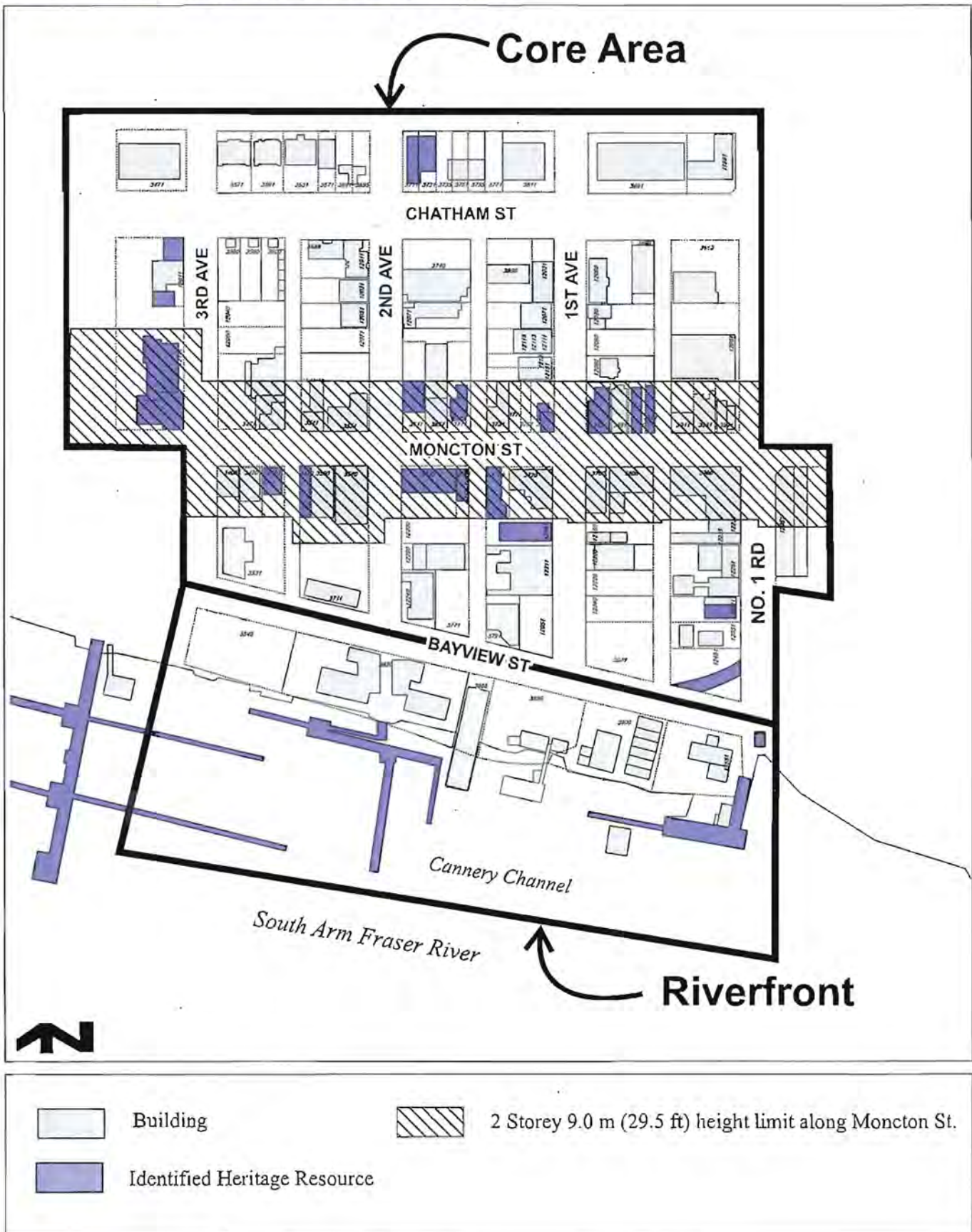
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# Steveston Village Character Area Map



# Overview of Steveston Village Density, Building Height, and On-site Residential Parking Requirements

Area 1 – North Side of Chatham Street / Area 2 – South Side of Chatham Street / Area 3 – Mid-block (North of Moncton Street) – See map below

Building Height	Up to 3 storeys	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	Up to 1.6 FAR	
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)	

Area 4 – North Side of Moncton Street

Building Height	2 storeys	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	1.2 FAR	
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)	

Area 5 – South Side of Moncton Street

Building Height	2 storeys	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	1.2 FAR	
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)	

Area 6 – Mid-block South of Moncton Street

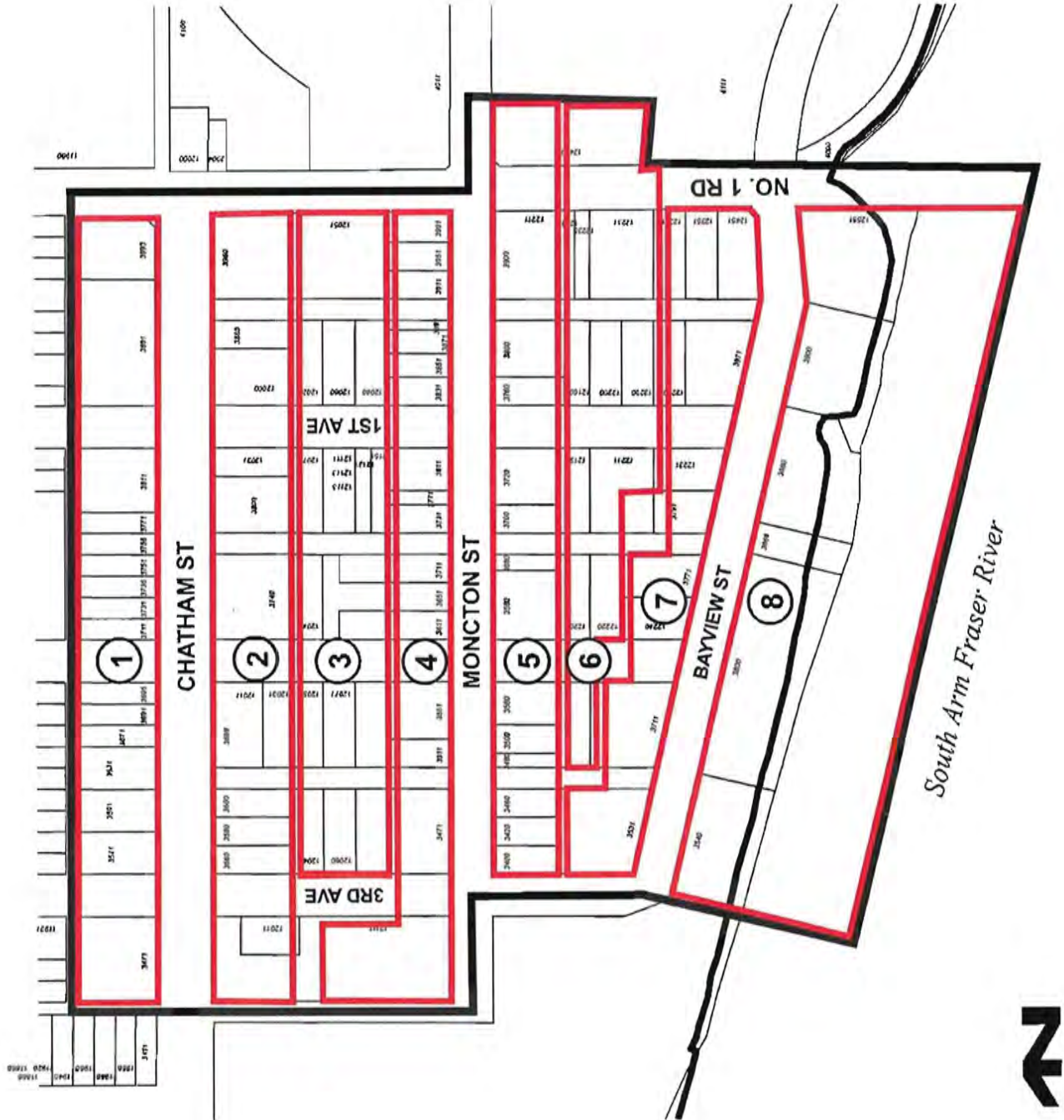
Building Height	Up to 3 storeys	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	Up to 1.6 FAR	
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)	

Area 7 – North Side of Bayview Street

Building Height	Facing Bayview - 50% of building: 2 storeys; 2 ½ storeys (in gable or roof element only) Rear (north) 50% of building – 3 storeys; Max. height 15 m GSC / 13.6 m building height	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	Up to 1.6 FAR	
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)	

Area 8 – South Side of Bayview Street

Building Height	3 storeys Maximum building height- 20 m GSC	
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail &amp; Restaurant</u> : 66% of requirements of Bylaw No. 8500	
FAR	1.6 FAR	
Minimum slab elevation	3.2m GSC or adjacent sidewalk	








# City of Richmond

## Report to Committee

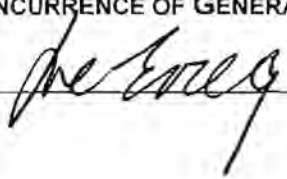

**To:** Planning Committee  
**From:** Victor Wei, P. Eng.  
Director, Transportation  
**Date:** June 26, 2013  
**File:** 10-6360-01/2012-Vol  
01  
**Re:** **RECOMMENDED LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET  
AND CHATHAM STREET**

### Staff Recommendation

That the recommended long-term streetscape visions for Bayview Street and Chatham Street based on community feedback obtained from the public consultation held in April and May 2013, as described in Section 3 of the attached report dated June 26, 2013 from the Director of Transportation, be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

  
Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 5

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Finance	<input checked="" type="checkbox"/>		
Parks	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
<b>REVIEWED BY DIRECTORS</b>	<b>INITIALS:</b> DW	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

At its regular meeting held on March 25, 2013, Council endorsed proposed long-term streetscape visions for Bayview Street and Chatham Street for the purpose of carrying out public consultation and directed staff to report back on the outcome of the consultation. This report:

- presents the results of consultations with stakeholders and the general public; and
- proposes recommended long-term streetscape visions based on the consultation feedback and staff's analysis.

This report also responds to the following related referrals arising from the February 19, 2013 meeting of the Planning Committee:

- (1) *financing options for any parking treatment;*
- (2) *impacts and options regarding the existing pay parking adjacent to Bayview Street;*
- (3) *traffic calming options on Chatham and Bayview Streets; and*
- (4) *options and impacts regarding more disabled parking spaces on Bayview Street.*

This report is being presented at the same Committee meeting as a related report from Policy Planning regarding the Review Concept for the Steveston Village Conservation Strategy, which will be considered prior to this report.

### Analysis

#### 1. Public Consultation Process

Several methods were used to solicit community feedback on the proposed long-term streetscape visions in co-ordination with Policy Planning, which was seeking feedback on the Review Concept for the Steveston Village Conservation Strategy. Transportation and Policy Planning jointly held a stakeholder meeting and a public open house on both topics. The following sections summarize the feedback regarding the long-term streetscape visions while the separate report from Policy Planning noted above presents the comments received regarding the Review Concept for the Steveston Village Conservation Strategy.

##### 1.1 Stakeholder Meeting

A meeting was held on April 27, 2013 at the Steveston Community Centre, with invited representatives of local community stakeholder groups. Display boards were available (see **Attachment 1**) as well as staff to answer questions. Twenty-one people attended the meeting on behalf of the groups shown in Table 1. All participants received a survey form (see **Attachment 2**) and each group was encouraged to submit a collective response as well as individual forms.

**Table 1: Stakeholder Groups**

<b>Name of Stakeholder Group</b>
Britannia Heritage Shipyard Society
Gulf of Georgia Cannery Society
London Heritage Farm Society
Richmond Active Transportation Committee
Richmond Chamber of Commerce
Richmond Parking Advisory Committee
Steveston 20/20
Steveston Community Association
Steveston Historical Society
Steveston Harbour Authority
Steveston Merchants Association



While no consensus emerged from the dialogue amongst stakeholders and staff, the representatives offered the following comments:

- create a “Do Nothing” option that maintains the status quo for each street;
- concerned with potential traffic safety impacts of proposed angle parking;
- do not support increased angle parking on Chatham Street (Options 2 and 3) due to excessive estimated costs;
- consider establishing a parkade in the Village core (e.g., behind Hepworth building);
- employees who park in public spaces are contributing to the perceived parking shortage and need to be encouraged to park in designated areas (e.g., Onni parkade on Bayview Street, Steveston Harbour Authority lots);
- re-establish the tram as a functioning transit service; and
- consider not allowing any reduction in on-site residential parking.

With respect to the comment regarding the construction of a parkade in the Village core, analysis previously reported indicates that there is and will be sufficient public parking available in the Village hence there is no need for additional on-street parking or a parkade. The two City-owned properties that are currently used to provide a total of 48 free off-street public parking spaces are anticipated to remain as public parking lots for the foreseeable future but ultimately, if there is an opportunity to provide additional public parking as part of a parkade within a future major development (either at the two subject sites or other sites in the Steveston Village), then the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between the developer and the City to improve and consolidate parking for the public.

In addition to submitting a collective response to the survey form, the Richmond Active Transportation Committee also submitted a supplemental document (see **Attachment 3**) that provides further details of the Committee’s preferred long-term visions for both streets, which are intended to support the Committee’s mandate to encourage active transportation modes (e.g., transit, cycling, walking). The Committee’s identified goals and preferred streetscape features are consistent with the recommended long-term streetscape visions for both streets proposed in Section 3 (e.g., provision of wider sidewalks to enhance rolling travel modes, pedestrian-scale features such as benches and lighting).

## 1.2 Public Open House

An open house for the general public was held May 4, 2013 at the Steveston Community Centre. Notices of the open house were placed on the City’s website and in local newspapers and a media release was issued. The open house coincided with the City’s annual Doors Open event and was well-attended. Staff recorded 112 residents on the provided sign-in sheets and the estimated attendance at the meeting was 140, as not all attendees signed in. All attendees received a survey form and were encouraged to fill in the form as they reviewed the display boards.

## 1.3 Let’s Talk Richmond

Staff also utilized the *Let’s Talk Richmond* website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), which provided an on-line version of the display boards for both the Steveston Village Conservation Strategy



Review Concept and the Streetscape Options for Chatham Street and Bayview Street. The website allowed residents to register and then complete an on-line version of the same survey form as provided at the open house. The website recorded a total of 591 visitors (based on unique IP addresses) who most often viewed the pages during the early morning and late evening (i.e., outside the hours when the City typically conducts public consultation activities), which points to the value of the website in not only reaching a broader audience but also allowing people to participate at their convenience. There were a total of 461 downloads of the display boards: 263 for the Streetscape Options and 198 for the Conservation Strategy Review Concept.

## 2. Survey Results

Stakeholder groups contributed a total of seven surveys. Seventy-five survey forms were returned after the public open house and an additional eight surveys were completed through the *Let's Talk Richmond* website for a total of 83 survey forms submitted by the general public.

**Attachment 4** contains a detailed presentation of the survey responses for each question, which are summarized in Table 2 below for both the general public (GP) and stakeholders (SH).

**Table 2: Summary of Survey Responses**

Survey Question		Survey Responses	
Q1-3: Demographics		<ul style="list-style-type: none"> <li>GP: 78% live within 1 km of Steveston Village</li> <li>GP: main travel modes are walking (38%), vehicle as driver or passenger (18%) and cycling (5%)</li> </ul>	
Q4: Public Parking Supply (Free and Pay)		<ul style="list-style-type: none"> <li>GP: 52% believe that existing number of public parking spaces is either sufficient or too many</li> <li>SH: mixed responses</li> </ul>	
Streetscape Vision for Bayview Street	Q5: Improvement of Existing Streetscape	<ul style="list-style-type: none"> <li>GP: 83% believe that existing streetscape should be improved</li> <li>SH: mixed responses</li> </ul>	
	Q6: Important Elements of Pedestrian Realm (Top 3 Cited)	<ul style="list-style-type: none"> <li>continuous sidewalks (GP: 67% / SH: 43%)</li> <li>benches and seating (GP: 55% / SH: 43%)</li> <li>wider sidewalks (GP: 51%)</li> <li>maintain green space on north side (SH: 43%)</li> </ul>	
	Q7: Option 1	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Continuous sidewalks</li> <li>More space for pedestrians</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Any additional parking</li> <li>Width of south sidewalk</li> </ul>
	Q7: Option 2	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved and wider sidewalks</li> <li>Additional angle parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q7: Option 3	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved sidewalks</li> <li>Additional parallel parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional parallel parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q8: Preferred Vision	<ul style="list-style-type: none"> <li>GP: Option 1 (43.4%) / Option 3 (23%) / Option 2 (7%)</li> <li>SH: Option 1/Do Nothing (43%) / Option 3 (43%)</li> </ul>	

**Table 2 Cont'd: Summary of Survey Responses**

Survey Question		Survey Response	
Streetscape Vision for Chatham Street	Q9: Improvement of Existing Streetscape	<ul style="list-style-type: none"> <li>Existing streetscape should be improved (GP: 73.5% / SH: 57%)</li> </ul>	
	Q10: Important Elements of Pedestrian Realm (Top 3 Cited)	<ul style="list-style-type: none"> <li>continuous sidewalks (GP: 64% / SH: 71%)</li> <li>more street trees (GP: 54%)</li> <li>benches and seating (GP: 49% / SH: 43%)</li> </ul>	
	Q11: Option 1	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Wider sidewalks</li> <li>More street trees</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Any additional parking</li> <li>Width of pedestrian realm</li> </ul>
	Q11: Option 2	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved and wider sidewalks</li> <li>Additional angle parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width and street trees relative to Option 1</li> </ul>
	Q11: Option 3	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved sidewalks</li> <li>Relocate driveways to rear</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q12: Preferred Vision	<ul style="list-style-type: none"> <li>GP: Option 1 (53%) / Option 3 (17%) / Option 2 (6%)</li> <li>SH: Option 1 (43%) / Option 2 (43%) / Option 3 (0%)</li> </ul>	

### 3. Recommended Long-Term Streetscape Visions

For both streets, the overall responses indicate relatively strong support for a wider and improved pedestrian realm. Staff therefore recommend that the long-term streetscape visions for Bayview and Chatham Streets be based on Option 1 for each street and incorporate continuous sidewalks and an enhanced pedestrian realm with the following design preferences described below. These visions would be used to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

#### 3.1 Bayview Street

An enhanced pedestrian realm on the north side would comprise a 2.5 m wide sidewalk, 3.5 m wide hardscape boulevard and 1.5 m wide landscaping on the north side with no change to the south side. The boulevard area on the north side would include enhanced pedestrian-scale features and amenities such as benches and seating, lighting, and increased bicycle parking.

**Attachment 4** illustrates a typical cross-section for Bayview Street.

As street trees are not recommended for Bayview Street due to its current function as the dyke, xeriscape landscaping is suggested whereby plants whose natural requirements are appropriate to the local climate are emphasized and care is taken to avoid losing water to evaporation and run-off. Figure 1 provides examples of xeriscaping.





**Figure 1: Examples of Xeriscaping**

Staff have also contacted Imperial Oil regarding its site at 3880 Bayview Street, which is currently vacant and fenced off from the street. The two existing driveway crossings to this site, which are relatively wide, restrict additional on-street parking from being established. To ensure efficient use of curb space, staff are pursuing the potential to narrow the existing driveway widths to the City's standard width in order to create additional on-street parking spaces.

### 3.2 Chatham Street

Enhanced pedestrian realms on both sides would comprise a 2.5 m sidewalk on each side with a 3.9 m wide hardscape boulevard on the north side and a 4.5 m boulevard on the south side. The boulevard areas would incorporate street trees (cherry blossoms) plus, as on Bayview Street, pedestrian-scale features and amenities such as benches and seating, lighting and increased bicycle parking. **Attachment 4** illustrates a typical cross-section for Chatham Street.

## 4. Implementation Strategy

For both streets, the improvements would be secured through redevelopment of adjacent fronting properties as they occur. The planned development of the former EA Towns site at 3531 Bayview Street (northeast corner of Bayview Street and 3<sup>rd</sup> Avenue) is a fitting example of the City securing significant streetscape improvements via the development process.

Should the pace of redevelopment be slower than desired, the streetscape improvements could also be expedited by using Roads DCC as there is an existing sidewalk program within the overall Roads DCC Program. However, that funding is intended to support the construction of sidewalks in areas with no pedestrian facilities (unlike Steveston Village), particularly around high pedestrian areas such as schools.

## **5. Referral from February 19, 2013 Meeting of Planning Committee**

### **5.1 Financing Options for Any On-Street Parking Treatment**

For both streets, increasing the amount of on-street parking would require relocating the existing curbs and thus would be relatively more expensive than an option that maintains the existing on-street parking and, by extension, the location of the curbs. Given that staff do not recommend an option that increases on-street parking for either Bayview Street or Chatham Street based on the feedback received, then there is no longer any need to consider funding options to support the cost to provide increased on-street parking. The recommended long-term streetscape visions for both streets do not require the relocation of either the existing north or south curbs; any future relocation of the curbs would be primarily funded by fronting developers.

### **5.2 Impacts and Options regarding Existing Off-Street Pay Parking on Bayview Street**

Discussions with the Steveston Harbour Authority (SHA) regarding its pay parking strategy indicate that the agency intends to maintain its current program and is not supportive of any potential options that would reduce pay parking revenues (e.g., provide first three hours of parking free to be consistent with the City owned lots and on-street parking).

Staff also discussed with the property management company representing 3800, 3711 and 3900 Bayview Street regarding the possibility of validating customer parking or having the first hour free to be better aligned with the City's free parking spaces. The representative advised that such a proposal is not supported nor would be pursued as the revenue generated by the pay parking helps to offset associated common strata costs and taxes. Providing any free parking would thus have a negative impact for tenants. However, at their own discretion, tenants have the ability to make special arrangements to validate parking as some restaurants have done in the past (e.g., Mandalay Bay).

Given the above responses, staff conclude that implementing pay parking for City facilities would be a more probable option to "level the playing field" between free and pay public parking sites than the prospect of the administrators of the existing pay parking lots providing free parking by offering any rebates to customers.

### **5.3 Traffic Calming on Chatham Street and Bayview Street**

A 30 km/h speed limit is currently in place for the Steveston Village core bounded by No. 1 Road, Bayview Street, 3<sup>rd</sup> Avenue, and Chatham Street. In light of the concerns expressed regarding speeding, staff support extending the boundary of the 30 km/h speed limit on Chatham Street from 3<sup>rd</sup> Avenue west to 7<sup>th</sup> Avenue to provide consistency along the length of the street. Following implementation, staff will continue to monitor vehicle speeds to determine if further traffic calming measures are needed.

The recommended streetscape visions for Bayview Street and Chatham Street include curb bulges at each intersection, which are a proven traffic calming measure, and temporary curb bulges on Chatham Street at 4<sup>th</sup> Avenue are currently in place. Staff would ensure that the design of new bulges can accommodate the turning movements of trucks and buses.



#### 5.4 Options and Impacts of Disabled Parking Spaces on Bayview Street

There are currently four on-street accessible parking spaces in the Steveston Village core:

- west side of 1<sup>st</sup> Ave north of Moncton St;
- west side of 2<sup>nd</sup> Ave north of Moncton St;
- east side of 3<sup>rd</sup> Ave north of Moncton St; and
- south side of Bayview St east of 2<sup>nd</sup> Ave.

Staff met with the Richmond Centre for Disability (RCD) to discuss their needs and priorities in the provision and potential location of additional designated accessible parking spaces in the Village. While RCD members did not indicate an urgent need for more accessible parking spaces within the Village core, they would welcome additional accessible parking spaces in the following locations:

- on or in close proximity to Bayview Street and No. 1 Road; and
- on No. 1 Road in close proximity to the ANAF site.

Accordingly, as shown in Figures 2 and 3 respectively, staff have identified additional locations on the south side of Bayview Street immediately east of No. 1 Road and on the east side of No. 1 Road south of Chatham Street, both of which would entail the conversion of existing undesignated public parking spaces. With Council endorsement of the recommended streetscape vision, staff will implement the designated spaces as soon as possible so that they are available for the peak summer period.



**Figure 2: Proposed Accessible Parking Space on Bayview St east of No. 1 Road**



**Figure 3: Proposed Accessible Parking Space on No. 1 Road south of Chatham St**

#### Financial Impact

None. For both streets, the streetscape improvements are anticipated to be secured through redevelopment of adjacent fronting properties. Any future costs associated with the proposed streetscape improvements to be borne by the City would be presented through the annual capital budget process.

**Conclusion**

The recommended long-term streetscape design concepts for Bayview Street and Chatham Street reflect the public feedback received, are supportive of the heritage character of Steveston and improve the public realm with the provision of wider sidewalks, more benches and street trees, and increased accessibility. These long-term visions will help provide clarity and guidance for future development to realize the community's vision for these two key streets in the Steveston Village area.



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# Long-Term Streetscape Visions for Bayview Street and Chatham Street

1

## What is a "Streetscape"

The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

## Why We Need Long-Term Streetscape Visions

- A planning tool to help guide future development.
- Support implementation of the Steveston Village Conservation Strategy.



Bayview Street looking west



Chatham Street looking east

## Streetscape Design Objectives

- Support and be respectful of the heritage of Steveston Village.
- Allow the buildings to stand out in front of a less complex streetscape.
- Use of simple materials (e.g., plain not stamped concrete) with a minimum of street furniture.
- Enhance pedestrian areas and encourage more walking, cycling and transit use.
- Potential to increase the supply of on-street parking.

## The next several boards detail:

- background information on existing and future parking supply and demand for Steveston Village
- existing conditions on Bayview Street and Chatham Street
- potential streetscape options for both streets
- the pros and cons of each option; and
- the estimated cost of implementation and potential funding sources

### Your Opinions are Important to Us

Community feedback is an important component when considering changes to Bayview Street and Chatham Street in Steveston Village.

**Please fill out the Feedback form as you view the display boards.**






# Long-Term Streetscape Visions for Bayview Street and Chatham Street

2

## Existing Public Parking in Steveston Village



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/Steveston Harbour Authority (SHA)	18	\$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	\$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	\$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	\$2.00/hr up to 3 hrs
5	3771 Bayview St	DFO/SHA	18	\$2.00/hr up to 3 hrs
6	3571 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	\$2.00/hr up to 3 hrs / \$8.00 all day
		Subtotal within Core	141	
7	4111 Bayview St	Onni Development Corp.	57	\$2.00/hr up to 4 hrs / \$10.00 all day
8	12111 6th Ave	DFO/SHA	45	\$2.00/hr up to 4 hrs / \$10.00 all day
9	3300 Chatham St	DFO/SHA	225	\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
10	12138 4th Ave	Parks Canada	22 (+3 bus)	\$2.00/hr up to 4 hrs / \$10.00 all day
		Subtotal outside Core	399	
11	12200 2nd Ave	City of Richmond	38 (+5 reserved)	Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City of Richmond	10	Free with 3-hr time limit
		Subtotal within Core	48	
13	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
14	3720 Moncton St	City of Richmond	55	Free with no time limit
		Subtotal outside Core	77	
		City of Richmond: within Core	331	Free with 3-hr time limit from 9 am to 6 pm
		City of Richmond: outside Core	62	Free with no time limit
		Subtotal	398	
		<b>TOTAL</b>	<b>1,061</b>	

### Existing Parking Supply & Demand

- 1,000 public parking spaces in Village area (on- and off-street).
- Additional 440 parking spaces designated for customers and/or employees.
- Additional 35 public parking spaces to be provided within waterfront development on Bayview Street east of No. 1 Road.
- Current capacity sufficient to meet existing demand, even in the peak summer months.
- Distribution of spaces is not optimal
- Roughly one-half of spaces are pay parking.

### Future Parking Supply & Demand

- Future parking demand estimated to exceed future parking supply in Village core by 30 spaces.
- Overflow can be accommodated in public parking areas immediately adjacent to Village Core.
- Overall supply of public parking in Village area sufficient to meet demand.
- Creation of additional parking in Village area may be perceived as contrary to goals of the City's Official Community Plan, as more parking would encourage more trips by private vehicle rather than by sustainable travel modes such as transit, cycling and walking.

### Question 4:

I think the number of public parking spaces in Steveston Village is:

- ☐ Much too many      ☐ Much too few  
☐ Slightly too many      ☐ Don't know/uncare  
☐ About the right number      ☐ Other (please specify)  
☐ Slightly too few

Please fill out the Feedback form as you view the display boards.



# Long-Term Streetscape Visions for Bayview Street and Chatham Street

3

## Bayview Street

### Existing Conditions

- 2.0 metre to 3.0 metre wide sidewalk on south side
- 1.5 metre to 2.0 metre wide sidewalk on north side except between 2nd Avenue and 3rd Avenue plus 5.5 metre to 6.0 metre wide boulevard/green space.
- Future frontage improvements for property at northeast corner of Bayview Street and 3rd Avenue include provision of 2.0 metre wide sidewalk.
- Total of 17 parallel parking spaces: 14 spaces on south side and 3 spaces on north side.



Aerial View of Bayview Street



Street View of North Side of Bayview Street Looking East to 2nd Avenue

### Question 5:

I think the existing streetscape of Bayview Street should be improved.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know/Unsure
- ☐ Other (please specify)

### Question 6:

I think the following streetscape elements within the pedestrian realm are important (choose all that apply):

- ☐ Continuous sidewalks
- ☐ Wider sidewalks
- ☐ Maintain green space on north side
- ☐ More marked crosswalks
- ☐ Shorter street crossing distance
- ☐ Improved accessibility (e.g., curb ramps)
- ☐ Benches/Seating
- ☐ Improved lighting
- ☐ More bicycle parking
- ☐ Other (please specify)

Please fill out the Feedback form as you view the display boards.



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# Long-Term Streetscape Visions for Bayview Street and Chatham Street

4

## Bayview Street

### Option 1: Improved Sidewalks on North Side

- Maintain location of north and south curbs.
- Widen pedestrian space (combined sidewalk and boulevard) up to 7.5 metres wide on north side.
- Maintain width of south sidewalk.
- Maintain total of existing 17 parallel parking spaces (14 south side and 3 on north side).



#### Pros

- Improved sidewalk on north side
- Widest pedestrian space on north side of all options
- Provides better buffer between pedestrians and moving traffic

#### Cons

- No additional on-street parking

#### Estimated Costs

- \$260,000 (up to 7.5 metre wide continuous sidewalk on north side)

#### Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

#### Question 7:

I like the following features of Option 1 for Bayview Street: \_\_\_\_\_

#### Question 8:

I dislike the following features of Option 1 for Bayview Street: \_\_\_\_\_

Please fill out the Feedback form as you view the display boards.



# Long-Term Streetscape Visions for Bayview Street and Chatham Street

5

## Bayview Street

### Option 2: Improved Sidewalk with Angle Parking on North Side

- Move north curb to the north by 5.5 metres and maintain south curb.
- Provide 2.0 metre wide sidewalk on north side.
- Maintain width of south sidewalk.
- Provide net gain of 18 angle parking spaces on the north side and maintain 14 parallel parking spaces on the south side.



#### Pros

- Improved sidewalk on north side
- Additional on-street parking
- Provides buffer between pedestrians and moving traffic

#### Cons

- Reduced width of sidewalk on north side versus Option 1
- Potential conflicts between reversing vehicles and cyclists

#### Estimated Costs

- \$392,000

#### Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

#### Question 9:

I like the following features of Option 2 for Bayview Street:

#### Question 10:

I dislike the following features of Option 2 for Bayview Street:

Please fill out the Feedback form as you view the display boards.





# Long-Term Streetscape Visions for Bayview Street and Chatham Street

6

## Bayview Street

### Option 3: Improved Sidewalk with Parallel Parking on North Side

- Move north curb to the north by 2.5 metres and maintain south curb.
- Widen pedestrian (sidewalk and boulevard) up to 5.0 metres wide on north side.
- Maintain width of south sidewalk.
- Provide net gain of 11 parallel parking spaces on the north side and maintain 14 parallel parking spaces on the south side.



#### Pros

- Improved sidewalk on north side
- Additional on-street parking
- Provides buffer between pedestrians and moving traffic

#### Cons

- Reduced width of sidewalk on north side versus Option 1 but wider than Option 2

#### Estimated Costs

- \$358,000

#### Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

#### Question 11:

I like the following features of Option 3 for Bayview Street:

#### Question 12:

I dislike the following features of Option 3 for Bayview Street:

#### Question 13:

I prefer the following streetscape vision for Bayview Street: ☐ Option 1 ☐ Option 2 ☐ Option 3 ☐ Don't know/Unsure ☐ Other (Please specify)

Please fill out the Feedback form as you view the display boards.



# Long-Term Streetscape Visions for Bayview Street and Chatham Street

7

## Chatham Street

### Existing Conditions

- 2.0 metre to 4.0 metre wide sidewalk and boulevard on north side.
- 1.5 metre to 5.0 metre wide sidewalk and boulevard on south side.
- Total of 23 parallel parking spaces: 14 spaces on north side and 9 spaces on south side.



Aerial View of Chatham Street



Street View of South Side of Chatham Street Looking West to 1<sup>st</sup> Avenue

### Question 14:

I think the existing streetscape of Chatham Street should be improved.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Not Sure/Don't know
- ☐ Other (please specify)

### Question 15:

I think the following streetscape elements within the pedestrian realm are important (choose all that apply):

- ☐ Continuous sidewalks
- ☐ Wider sidewalks
- ☐ More marked crosswalks
- ☐ Shorter street crossing distance
- ☐ More street trees
- ☐ Improved accessibility (e.g., curb ramps)
- ☐ Benches/Seating
- ☐ Improved lighting
- ☐ More bike/parking
- ☐ Other (please specify)

Please fill out the Feedback form as you view the display boards.





# Long-Term Streetscape Visions for Bayview Street and Chatham Street

8

## Chatham Street

### Option 1: Improved Sidewalk and Boulevard on Both Sides

- Maintain location of north and south curbs.
- Widen pedestrian space (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side as adjacent properties redevelop.
- Maintain total of existing 23 parallel parking spaces.
- As development occurs on north side pursue opportunities to relocate driveways to rear lane.



#### Pros

- Improved sidewalk and boulevard on both sides
- Widest pedestrian space on both sides of all options

#### Cons

- No additional on-street parking

#### Estimated Costs

- Not applicable (to be undertaken as development occurs)

#### Potential Funding Sources

- Not applicable (to be undertaken as development occurs)

#### Question 16:

I like the following features of Option 1 for Chatham Street:

#### Question 17:

I dislike the following features of Option 1 for Chatham Street:

Please fill out the Feedback form as you view the display boards.

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# Long-Term Streetscape Visions for Bayview Street and Chatham Street

9

## Chatham Street

### Option 2: Improved Sidewalk and Angle Parking on Both Sides

- Move north curb to the north and south curb to the south by 3.5 metres each.
- Provide pedestrian space (sidewalk and boulevard) up to 2.9 metres wide on north side and 3.5 metres wide on south side.
- Provide 78 angle parking spaces (net gain of 55 spaces) with 38 spaces on the north side and 40 spaces on the south side.
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane.



#### Pros

- Additional on-street parking

#### Cons

- Reduced width of sidewalk and boulevard on both sides versus Option 1
- Potential conflicts between reversing vehicles and cyclists

#### Estimated Costs

- \$2,800,000

#### Potential Funding Sources

- Roads Development Cost Charge Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

#### Question 18:

I like the following features of Option 2 for Chatham Street:

#### Question 19:

I dislike the following features of Option 2 for Chatham Street:

Please fill out the Feedback form as you view the display boards.

PLN - 86



# Long-Term Streetscape Visions for Bayview Street and Chatham Street

10

## Chatham Street

### Option 3: Sidewalk with Angle Parking in Centre of Street

- Move north curb to the north and south curb to the south by 3.5 metres each.
- Provide pedestrian space (sidewalk and boulevard) up to 2.9 metres wide on north side and 3.5 metres wide on south side.
- Provide 78 angle parking spaces (net gain of 55 spaces) with 39 spaces on the north side and 39 spaces on the south side.
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane.



#### Pros

- Additional on-street parking

#### Cons

- Reduced width of sidewalk and boulevard versus Option 1
- Loss of left-turn movements at mid-block
- Increased conflicts between vehicles and pedestrians
- Lack of public familiarity with parking design

#### Estimated Costs

- \$2,377,000

#### Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

#### Question 20:

I like the following features of Option 3 for Chatham Street:

#### Question 21:

I dislike the following features of Option 3 for Chatham Street:

#### Question 22:

I prefer the following streetscape vision for Chatham Street: ☐ Option 1 ☐ Option 2 ☐ Option 3 ☐ Don't know/Unsure ☐ Other (please specify)

Please fill out the Feedback form as you view the display boards.

PLN - 87





**City of  
Richmond**

## Long-Term Streetscape Visions for Bayview Street & Chatham Street: Public Feedback Form

6911 No. 3 Road, Richmond, BC V6Y 2C1

The City has initiated a planning process to develop long-term streetscape visions for Bayview Street and Chatham Street in Steveston Village.

The purpose of this City initiative is to inform you, seek your input on the important elements that should be included in the planning concepts and identify your preferred vision for each street.

Your views will be considered by Council.

---

**1. I live:**

- ☐ In Richmond within 400 m of Steveston Village
- ☐ In Richmond between 400 m and 1 km of Steveston Village
- ☐ In Richmond beyond 1 km of Steveston Village
- ☐ Outside of Richmond

**2. I visit Steveston Village:**

- ☐ Frequently (more than 3 times per week)
- ☐ Slightly Often (once per month)
- ☐ Very Often (1–3 times per week)
- ☐ Not at All Often (1–10 times per year)
- ☐ Moderately Often (2–3 times per month)
- ☐ Other (please specify) \_\_\_\_\_

**3. I travel to Steveston Village most often by:**

- ☐ Vehicle as a Driver or Passenger
- ☐ Walking
- ☐ Bicycle
- ☐ Scooter
- ☐ Transit
- ☐ Other (please specify) \_\_\_\_\_

**4. I think that the number of public parking spaces (free and pay) in Steveston Village is (Board 2):**

- ☐ Much Too Many
- ☐ Slightly Too Many
- ☐ Much Too Few
- ☐ Slightly Too Few
- ☐ About the Right Number
- ☐ Other (please specify) \_\_\_\_\_

**5. I think that the existing streetscape of Bayview Street should be improved (Board 3).**

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neutral
- ☐ Strongly Disagree
- ☐ Disagree
- ☐ Don't Know/Unsure
- ☐ Other (please specify) \_\_\_\_\_

**6. I think that the following elements within the pedestrian realm of Bayview St are important:**

- ☐ Continuous Sidewalks
- ☐ Improved Accessibility (e.g., curb ramps)
- ☐ Wider Sidewalks
- ☐ Benches/Seating
- ☐ Maintain Green Space on North Side
- ☐ Improved Lighting
- ☐ More Marked Crosswalks
- ☐ More Bicycle Parking
- ☐ Shorter Street Crossing Distance
- ☐ Other (please specify) \_\_\_\_\_

*Please refer to the display boards as you fill out the feedback form.*

**7. I have the following comments on Options 1 through 3 for Bayview Street (Boards 4–6):**

Option 1 (Board 4)

I think these features are important:

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I think these features are **NOT** important:

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Option 2 (Board 5)

I think these features are important:

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I think these features are **NOT** important:

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Option 3 (Board 6)

I think these features are important:

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I think these features are **NOT** important:

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**8. I prefer the following streetscape vision for Bayview Street:**

☐ Option 1

☐ Option 2

☐ Option 3

☐ Don't Know/Unsure

☐ Other (please specify) \_\_\_\_\_

**9. I think that the existing streetscape of Chatham Street should be improved (Board 7).**

☐ Strongly Agree

☐ Agree

☐ Neutral

☐ Strongly Disagree

☐ Disagree

☐ Don't Know/Unsure

☐ Other (please specify) \_\_\_\_\_

**10. I think that the following elements within the pedestrian realm of Chatham St are important:**

☐ Continuous Sidewalks

☐ Wider Sidewalks

☐ More Marked Crosswalks

☐ Shorter Street Crossing Distance

☐ More Street Trees

☐ Improved Accessibility (e.g., curb ramps)

☐ Benches/Seating

☐ Improved Lighting

☐ More Bicycle Parking

☐ Other (please specify) \_\_\_\_\_

*Please refer to the display boards as you fill out the feedback form.*



**11. I have the following comments on Options 1 through 3 for Chatham Street (Boards 8–10):**

Option 1 (Board 8)

I think these features are important:

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I think these features are **NOT** important:

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Option 2 (Board 9)

I think these features are important:

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I think these features are **NOT** important:

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Option 3 (Board 10)

I think these features are important:

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I think these features are **NOT** important:

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**12. I prefer the following streetscape vision for Chatham Street:**☐ Option 1☐ Option 2☐ Option 3☐ Don't Know/Unsure☐ Other (please specify) \_\_\_\_\_

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Please fill out the survey form and return it to the City by **Monday, May 13, 2013**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 to the attention of Joan Caravan, Transportation Planner; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- Email it to the City of Richmond at [transportation@richmond.ca](mailto:transportation@richmond.ca); or
- Fill it out online at the City's website and at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at this Public Open House.

***Thank you for your participation.***

***Please refer to the display boards as you fill out the feedback form.***

## Bayview and Chatman Streetscape Vision

*A strategic alternative by the Richmond Active Transportation Committee*

As members of the Richmond Active Transportation Committee, our mandate is to provide input and feedback on the design and implementation of City projects that affect the network of infrastructure that can be used by active transportation modes now and into the future. As related to the Long-Term Streetscape Visions for Bayview Street and Chatham Street, we feel that some design features would improve the pedestrian and cycling experience while others would erode the long term viability of non-motorized modes that have long contributed to the success of Steveston Village as desirable place to live, visit and do business.

### Goals we support

- Increased pedestrian friendliness
- Improved safety for pedestrians and cyclists
- Adherence to 2041 Official Community Plan
- Increased parking for non-motorized modes

### Goals we do not support

- **Increased parking supply:** Parking for private automobiles is very space-intensive and compromises the amount of public space available for other users. The increased automobile traffic that increased parking supply supports is often detrimental to the safety and desirability of non-motorized modes. We believe that demand management measures such as encouraging employees of Steveston businesses not to park in the centre of Steveston Village.

### Streetscape features we support

- **Pedestrian Crossings:** An increased number of pedestrian crossings along desire lines with curb cuts
- **Shared space:** Local streets used mainly for access instead of through automobile traffic may be designated as shared spaces. Shared spaces are streets designed to be shared between all users - pedestrians, cyclists, children, as well as slow-moving, cautiously driven motor vehicles with minimal use of artificial traffic control measures such as stop signs and sidewalks. Past implementations in other cities have generally seen significant reductions in major collisions causing injury or damage.
- **Protected cycling facilities:** Where traffic speeds are high, protected cycle tracks offer safety for non-motorized users and less uncertainty for drivers.
- **Improved pavement markings:** Especially at busy intersections, improved pavement markings such as the green treatment and sharrowes can provide novice users assurance that they are in the right place.
- **Sufficient sidewalk space:** Pedestrians typically want a social experience and prefer walking beside family members and friends instead of in single file. We support the widening of sidewalks where necessary to improve the pedestrian experience.

- **Pedestrian-scale design and street furniture:** As Steveston Village is a destination to visit and not just a transportation corridor, consideration for the comfort and convenience of users of all ages is important. We believe that benches, water fountains, public art as well as other creative forms of street furniture can be beneficial to promote Steveston as a place to visit and spend time in.
- **Pedestrian-scale street lighting:** Smaller, lower lights would protect the historical feel of Steveston while improving the pedestrian experience.

### Streetscape features we do not support

- **Angle parking:** Angle parking presents a major conflict between reversing automobiles and bicycles. If it must be implemented, reverse angle parking is safer.

### Our vision for Bayview Street

- Low speed pedestrian friendly street that connects the the boardwalk parallel to Bayview street with Garry Point Park's pathways to form a 2.2 km continuous promenade from Westwater Drive to Garry Point Park and the west dyke.
- Shared space is a potential option for this street as it is used primarily for access.



*Above is a sketch of what Bayview may look like with the shared space concept (Sketch by Christopher Yuen)*

### Our vision for Chatham Street

- Segregated pedestrian, and cycling facilities protected from higher speed motor traffic
- Efficient use of street width to accommodate continuous sidewalks and cycle tracks as well as a mixture of parallel parking and other features.



Above are Google Streetview images of Nordre Fasanvej, a street in a suburb of Copenhagen that is 19 metres wide for most of the way. Chatham Street is wider than 19 metres and should be able to accommodate more. Efficient design allows for the inclusion of the following features:

A - Left turn bays, B - Pedestrian Crossing Islands, C - Raised cycle track protected by curb and parked cars, D - Unobstructed Sidewalk, E - Greenery, F - parallel parking, G - Utilities that do not block street space, H - Transit priority measures

### Conclusion

It is important to recognize that the pedestrian experience is at the core of the the experience of all users. Whether a person drives, takes public transportation or cycles to Steveston, they must walk at the end of the end of their trip. The Richmond Active Transportation Committee encourages the City to make streetscape choices that improve, not compromise, the long-term desirability of Steveston Village as a place to visit, shop, and spend time. Just as with the OCP, we believe it is strategically important to provide public spaces that are comfortable, safe and attractive to people on their feet, their bicycles or other mobility device in order to meet our long-term livability objectives. The success of Steveston Village thirty years from now depends on our vision today and we hope that Steveston will adopt one that prioritizes people first.



## Survey Results

### 1. Demographics

Of the 83 survey forms received from individuals, 78 per cent live within one kilometre of Steveston Village and nearly one-half of respondents (43 per cent) live within 400 metres of the Village. Given respondents' proximity to Steveston Village, they regularly visit the area: 72 per cent visit more than three times per week and a further 12 per cent visit one to three times per week. The prevalent single modes of travel are: walking (38 per cent), vehicle as a driver or passenger (18 per cent) and cycling (five per cent). The remaining respondents used multiple modes.

### 2. Public Parking Supply

*Q4: Is the number of public parking spaces (free and pay) in Steveston Village adequate?*

With respect to stakeholder and general public responses regarding their perception of the adequacy of the supply of public parking (free and pay) in Steveston Village, a majority of individual respondents (52 per cent) believe that the existing number of public parking spaces is either sufficient or too many.

Q4 Response	Stakeholders	Public
Slightly/much too many	-	11 (13%)
About the right number	2 (28.5%)	32 (39%)
Slightly/much too few	3 (43%)	32 (39%)
Other/no response	2 (28.5%)	8 (9%)

### 3. Long-Term Streetscape Vision for Bayview Street

*Q5: Should the existing streetscape of Bayview Street be improved?*

A strong majority of individual respondents (83 per cent) believe that the existing streetscape of Bayview Street should be improved while responses from the stakeholder groups were mixed.

Q5 Response	Stakeholders	Public
Strongly Agree/Agree	2 (28.5%)	69 (83%)
Neutral	-	5 (6%)
Strongly Disagree/Disagree	3 (43%)	5 (6%)
Other/no response	2 (28.5%)	4 (5%)

*Q6: What elements within the pedestrian realm of Bayview Street are important?*

The top three streetscape elements that the general public identifies as being important are:

- continuous sidewalks (identified by 67 per cent of respondents), likely due to the existing missing section of sidewalk on the north side of Bayview Street between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> Avenue;
- benches and seating (55 per cent); and
- wider sidewalks (51 per cent). Existing sidewalk widths are 2.0 m to 3.0 m on the south side and 1.5 m to 2.0 m on the north side.

## Survey Results

For the stakeholder groups, the top three streetscape elements identified as being important are continuous sidewalks, benches and seating, and maintaining the green space on the north side, all of which were identified by three of the seven groups.

“Other” elements written in by respondents include on-street bike lanes or off-street bike path, gathering/resting areas, and more landscaping.

Q6 Element Identified	Stakeholders	Public
Continuous sidewalks	3 (43%)	56 (67%)
Wider sidewalks	2 (29%)	42 (51%)
Maintain green space on north side	3 (43%)	31 (37%)
More marked crosswalks	1 (14%)	28 (34%)
Shorter street crossing distance	1 (14%)	5 (6%)
Improved accessibility	2 (29%)	18 (22%)
Benches/seating	3 (43%)	46 (55%)
Improved lighting	1 (14%)	20 (24%)
More bicycle parking	2 (29%)	35 (42%)
Other <sup>(1)</sup>	2 (29%)	21 (25%)

(1) Other elements cited include: bikes lanes or bike path, gathering areas, street trees and/or shrubs, have street as pedestrian-only on weekends.

*Q7: For each of the three options, what streetscape elements are/are not important?*

For each option presented, the streetscape elements that stakeholders and the public identify as important or not important are summarized below. For all options, both groups generally identified wider and continuous sidewalks as important.

Q7 Importance of Element		Stakeholders	Public
Option 1: Improve Pedestrian Realm on North Side	Important	<ul style="list-style-type: none"> <li>Wider sidewalks</li> <li>More space for pedestrians</li> <li>Pedestrian-scale features</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalks</li> <li>More space for pedestrians</li> <li>Buffer between pedestrians and moving traffic</li> <li>Maintain existing parking spaces</li> <li>Consider cycling facilities</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>Width of south sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>Proposed sidewalk width of 7.5 m is too wide</li> <li>Any additional parking</li> </ul>
Option 2: Improve Pedestrian Realm on North Side & Angle Parking	Important	<ul style="list-style-type: none"> <li>Continuous sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Improved and wider sidewalks</li> <li>Additional on-street angle parking</li> <li>Consider one-way traffic</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>Provision of angle parking</li> </ul>	<ul style="list-style-type: none"> <li>Provision of additional on-street parking, particularly angle parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
Option 3: Improve Pedestrian Realm on North Side & Parallel Parking	Important	<ul style="list-style-type: none"> <li>Wider sidewalk</li> <li>Additional on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>Improved sidewalks</li> <li>Balance between pedestrians and traffic</li> <li>Additional on-street parallel parking</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>Provision of parallel parking</li> </ul>	<ul style="list-style-type: none"> <li>Reduced sidewalk width relative to Option 1</li> <li>Additional on-street parallel parking</li> </ul>

For Option 1, respondents like the wider space for pedestrians although some feel it is too wide and thus would appear too austere, perhaps due to the rendering that did not illustrate other



## Survey Results

streetscape elements such as benches, pedestrian-scale lighting, landscaping, etc. Note that street trees are not recommended for Bayview Street due to its current function as the dyke.

For Option 2, more respondents identified additional on-street parking as unimportant (41 per cent) than those who identified it as important (12 per cent). Nearly 30 per cent of respondents cited potential pedestrian and traffic safety concerns associated with angle parking.

For Option 3, some respondents (19 per cent) cited the additional parallel parking as important while a slightly greater number (24 per cent) cited it as unimportant as they were opposed to any additional on-street parking and did not support the reduced width of pedestrian space necessary to accommodate the parking.

*Q8: What is your preferred streetscape vision for Bayview Street?*

While not a majority, Option 1 was identified by the most individual respondents (37 per cent) as their preferred streetscape vision for Bayview Street. If the five additional "Other" responses that cite variations of Option 1 are included, then 43.4 per cent of public respondents support Option 1. The general public results do not indicate support for increasing the supply of on-street parking, whether provided as angle or parallel spaces. In particular, there is a clear lack of support for angle parking.

There is no clear consensus amongst stakeholders as an equal number of groups preferred Option 3 versus Option 1/Do nothing.

Q8 Response	Stakeholders	Public
Option 1	2 (29%)	31 (37%)
Option 2	1 (14%)	6 (7.2%)
Option 3	3 (43%)	19 (23%)
Other:		
• Option 1 + bike lanes		3 (4%)
• Option 1 + no parking		1 (1.2%)
• Option 1 + road closure on weekends		1 (1.2%)
• Option 1 if two-way or Option 3 if one-way		1 (1.2%)
• Combination Option 1 & 3		1 (1.2%)
• Option 2 or 3		1 (1.2%)
• More elements/greenery		1 (1.2%)
• One-way + bike lanes		1 (1.2%)
• One-way + angle parking		1 (1.2%)
• Do nothing	1 (14%)	-
Don't Know	-	6 (7.2%)
No Response	-	10 (12%)

#### 4. Long-Term Streetscape Vision for Chatham Street

*Q9: Should the existing streetscape of Chatham Street be improved?*

Similar to the results for Bayview Street, a clear majority of individual respondents (73.5 per cent) believe that the existing streetscape of Chatham Street should be improved. Most of the stakeholder groups (four of seven) also agree that streetscape should be improved.

Q9 Response	Stakeholders	Public
Strongly Agree/ Agree	4 (57%)	61 (73.5%)
Neutral	-	7 (8.4%)
Strongly Disagree/ Disagree	1 (14%)	8 (9.7%)
Other/no response	2 (29%)	7 (8.4%)

*Q10: What elements within the pedestrian realm of Chatham Street are important?*

The top three streetscape elements that the general public identifies as being important are:

- continuous sidewalks (identified by 64 per cent of respondents);



## Survey Results

- more street trees (54 per cent); and
- benches and seating (49 per cent).

For the stakeholder groups, the top two streetscape elements identified as being important are continuous sidewalks (five of seven groups) and benches and seating (three of seven groups).

“Other” elements written in by respondents include on-street bike lanes, removing the existing bus parking, and more landscaping.

Q10 Element Identified	Stakeholders	Public
Continuous sidewalks	5 (71%)	53 (64%)
Wider sidewalks	2 (29%)	28 (34%)
More marked crosswalks	2 (29%)	24 (29%)
Shorter street crossing distance	2 (29%)	9 (11%)
More street trees	2 (29%)	45 (54%)
Improved accessibility	1 (14%)	22 (27%)
Benches/seating	3 (43%)	41 (49%)
Improved lighting	1 (14%)	18 (22%)
More bicycle parking	2 (29%)	31 (37%)
Other <sup>(1)</sup>	1 (14%)	18 (22%)

(1) Other elements cited include: bike lanes, removal of bus parking, more landscaping, more canopies/awnings.

*Q11: For each of the three options, what streetscape elements are/are not important?*

For each option presented, the streetscape elements that stakeholders and the public identify as important or not important are summarized below. For all options, both groups generally identified wider and improved sidewalks as important. For Option 1, respondents like more street trees and the wider space for pedestrians although some feel it is too wide and thus would appear too stark.

Q11 Importance of Element		Stakeholders	Public
Option 1: Improve Pedestrian Realm on Both Sides	Important	<ul style="list-style-type: none"> <li>• Wider sidewalks</li> <li>• More space for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Improved and wider sidewalks</li> <li>• More street trees</li> <li>• Maintain current building setback</li> <li>• No additional on-street parking</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>• Width of pedestrian realm</li> </ul>	<ul style="list-style-type: none"> <li>• Additional on-street parking</li> <li>• Width of pedestrian realm (too much concrete)</li> </ul>
Option 2: Improve Sidewalk & Angle Parking on Both Sides	Important	<ul style="list-style-type: none"> <li>• Relocate driveways to rear</li> <li>• Additional on-street angle parking</li> </ul>	<ul style="list-style-type: none"> <li>• Improved and wider sidewalks</li> <li>• Additional on-street angle parking</li> <li>• Relocate driveways to rear</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>• Additional on-street angle parking</li> </ul>	<ul style="list-style-type: none"> <li>• Additional on-street angle parking, particularly due to loss of street trees</li> <li>• Reduced sidewalk width relative to Option 1</li> </ul>
Option 3: Improve Sidewalk & Angle Parking in Centre	Important	<ul style="list-style-type: none"> <li>• Relocate driveways to rear</li> </ul>	<ul style="list-style-type: none"> <li>• Improved sidewalks</li> <li>• Better visually with parking removed from curb</li> <li>• No additional on-street parking</li> </ul>
	Not Important	<ul style="list-style-type: none"> <li>• Additional on-street angle parking</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced sidewalk width relative to Option 1</li> <li>• Additional on-street angle parking in centre of roadway</li> </ul>



## Survey Results

For Option 2, more respondents identified additional on-street parking as unimportant (30 per cent) than those who identified it as important (eight per cent). A number of respondents (12 per cent) cited potential pedestrian and traffic safety concerns associated with angle parking, particularly in light of existing transit operations on the street. Several respondents (seven per cent) commented that the additional on-street angle parking was visually unappealing, particularly if it was at the expense of street trees and a reduced sidewalk width.

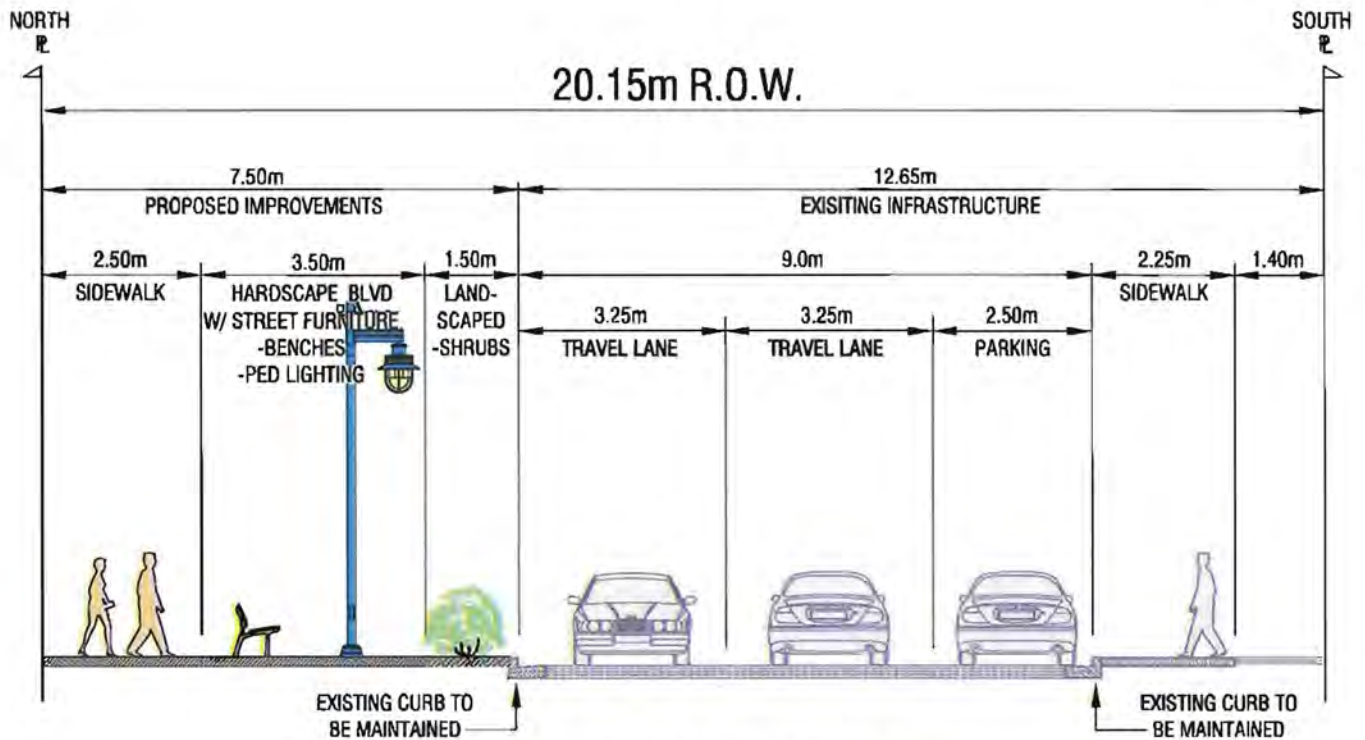
For Option 3, 20 per cent of respondents cited the additional angle parking in the centre of the street as unimportant while only eight per cent cited it as important. Fifteen per cent of respondents cited potential pedestrian and traffic safety concerns associated with angle parking in the middle of the street.

*Q12: What is your preferred streetscape vision for Chatham Street?*

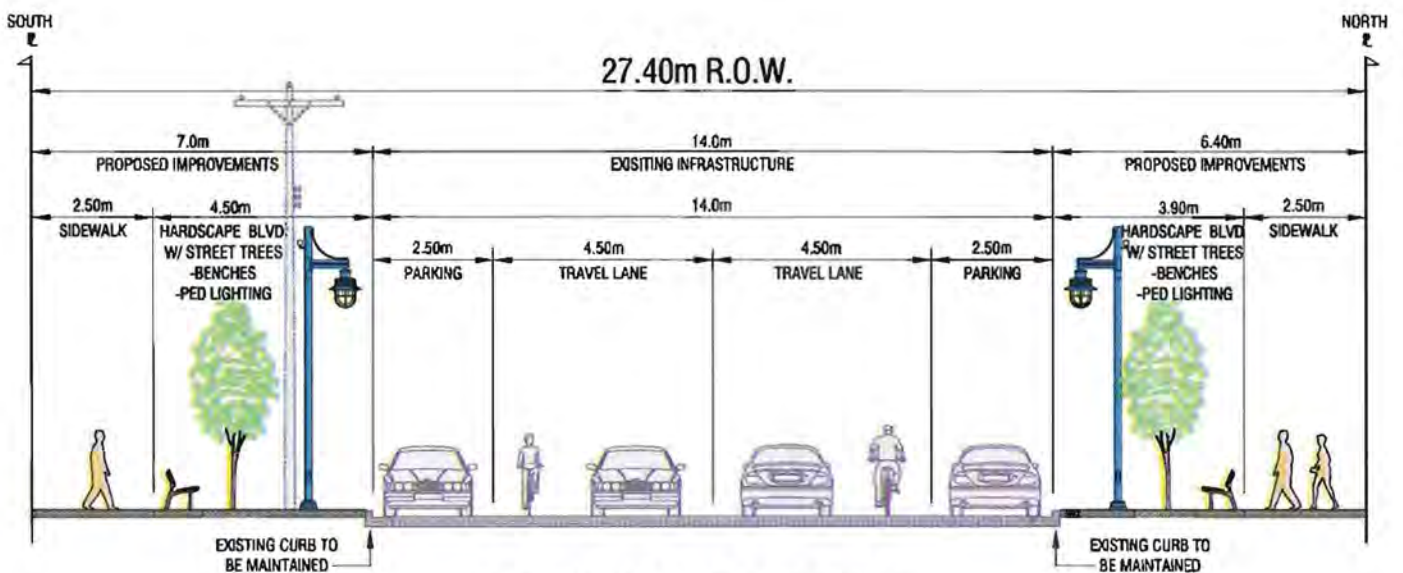
A majority of individual respondents (53 per cent) identified Option 1 as their preferred streetscape vision for Chatham Street. If the additional "Other" response that cites a variation of Option 1 is included, then 54.2 per cent of public respondents support Option 1. Overall, the general public results do not indicate support for increasing the supply of on-street parking. As with the responses for Bayview Street, there is a demonstrated lack of support for angle parking.

Amongst stakeholders, an equal number of groups preferred Option 1 versus Option 3. If the "Do Nothing" response is included with the Option 1 responses (as both choices would not shift the curbs), then a majority of stakeholder groups (four of seven or 57 per cent) prefer Option 1.

Q12 Response	Stakeholder s	Public
Option 1	3 (43%)	44 (53%)
Option 2	3 (43%)	5 (6%)
Option 3	-	14 (16.9%)
Other:		
• Option 1 + bike lanes + fewer parking spaces		1 (1.2%)
• Option 2 + fewer angle parking spaces		1 (1.2%)
• Option 2 or 3		1 (1.2%)
• Option 2 + parallel parking		1 (1.2%)
• Do nothing	1 (14%)	1 (1.2%)
Don't Know	-	1 (1.2%)
No Response	-	14 (16.9%)



## ULTIMATE X-SECTION BAYVIEW STREET



## ULTIMATE X-SECTION CHATHAM STREET



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** July 8, 2013

**From:** Joe Erceg, General Manager,  
Planning and Development

**File:**

**Re:** Port Metro Vancouver Land Use Plan Update

### Staff Recommendation

That, as per the report from the General Manager, Planning and Development, dated July 8, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its Land Use Plan that it will not use agricultural lands for Port expansion or operations; and
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the above recommendation.

Joe Erceg  
General Manager, Planning and Development

JE:ttc

Att. 5

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY DIRECTORS	INITIALS: MR
REVIEWED BY CAO	INITIALS: 



## Staff Report

### Origin

On June 17, 2013, Port Metro Vancouver (Port) invited Richmond and other Port stakeholders to attend one of the following Phase 3 Land Use Plan Stakeholder Workshops: June 18, 2013 in Vancouver, June 20, 2013 in Richmond, or June 26, 2013 in Surrey. Richmond staff attended the June 20, 2013 Workshop. This report summarizes the Workshop discussion and makes recommendations to address a Council priority - that of protecting agricultural land.

The protection of agricultural land in Richmond has always been a priority for Richmond Council, as it is limited and essential to the City's sustainability, and residents' livelihood and employment. Council has repeatedly stated this, for example, in its 1999 and new 2041 Official Community Plans (OCP). In 2008, the Port purchased the 200 acre Gilmore Farms lands and more purchases may come. The City of Richmond continues to object to any Port expansion or use of agricultural land. One way to protect agricultural lands is to request the Port to state in its Land Use Plan that it will not use agricultural land for port uses. As the deadline to comment on the draft Land Use Plan is July 31, 2013, there is an opportunity, before the final Plan is drafted, to ask the Port to state in its Land Use Plan that it will not use or expand its operations on agricultural land.

### 2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal:

- 7. Managing Growth and Development.

### Background

#### *Information Sources*

Background information is provided in the following attachments:

- **Attachment 1** - Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013,
- **Attachment 2** - Phase 2, Consultation Summary Report, Land Use Plan, March 2013, and
- **Attachment 3** - Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013.

#### *Port Planning Phases*

The preparation of the Port Land Use Plan (Plan) involves following phases:

- Phase 1: Information Gathering - Completed:  
Gathering information of the top priorities for stakeholders, communities and First Nations which was combined with research regarding industry trends, port best practices and the Port's vision, mission and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.
- Phase 2: Developing Goals, Objectives and Policy Directions - Completed:  
Drafting Goals, Objectives and Policy Directions and receiving feedback on them.
- Phase 3: Drafting The Plan – Currently Underway to the Fall 2013:  
For the June 20, 2013 Port Workshop, the Port provided a Discussion Guide (**Attachment 1**) which included draft: (1) Goals, Objectives and Policy Directions, (2) Planning Areas, and



(3) Land and Water Designations. The key objectives of the Workshop were to: explain the Port's Land Use Plan update process and the function of the final Plan, present revised Land Use Plan goals, objectives and policy directions from Phase 2, and gather input on draft land and water use designations.

Richmond staff have supplied the Port with the necessary City mapping use (e.g., the 2041 Official Community Plan, area plans, zoning, its Fraser Estuary Management Program designations) and are following up with face to face discussions with the Port to ensure accuracy.

- Phase 4: Finalizing the Plan - Not Yet Started: Fall 2013 into 2014  
During Phase 4, the Port will be finalizing the Plan and releasing the full draft Land Use Plan for consultation with stakeholders, First Nations and the wider community.

#### *Summary of City - Port Discussions and Correspondence*

Since the Port's land use planning process began, Richmond staff have participated by attending at least five Port workshops and additional meetings, a Richmond General Manager has written the Port and Richmond's Mayor has written the Minister of Transport Canada to repeatedly request that the Port not use agricultural land for Port purposes or expansion (**Attachments 4 and 5** contain the Richmond letters). Similar requests have been made by staff of the BC Ministry of Agriculture, the Agricultural Land Commission (ALC), Metro Vancouver and Delta, and environmental and agricultural citizen groups.

The Port's Phase Consultation Summary Report (**Attachment 2**) indicates that the Port has heard Richmond's requests that the Port not expand on agricultural land, as it states: "Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion".

#### **Analysis**

Staff have reviewed the Port's draft Land Use Plan to see if there are any draft policies to protect agricultural land from Port use or expansion. There no evidence that the Port has taken into account the protection of agricultural land and the draft Port plan contains no policies to protect agricultural land from Port use or expansion.

The Port's Web Site, "Frequently Asked Questions and Answers" section states the following:

- Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?
- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

While the Port has stated above that it will explore appropriate uses for agricultural lands owned by the Port and consider stakeholder and public views as they prepare policies for the use of

agricultural land, there is no evidence that the Port has explored or considered how to protect or avoid using agricultural lands.

*Richmond and Metro Vancouver's Land Use Planning Policies*

While Richmond in its 2041 OCP and Metro Vancouver in the 2040 Regional Growth Strategy have better addressed protecting agricultural, the Port has not similarly indicated in its draft Plan that it will not use or expand on agricultural lands.

Richmond's 2041 Employment Lands Strategy states that the ALR should continue to be protected and there is no need to remove land from the Agricultural Land Reserve (ALR) to meet the City's 2041 employment land needs. As well, the 2041 OCP and 2041 Employment Lands Strategy indicate that Richmond's current industrial land supply is approximately 4,216 acres and by retaining these lands, in 2041 Richmond will need 3,561 acres and may possibly have a surplus of 642 acres of industrial lands. These City policies both protect industrial lands and provide an opportunity for the Port to expand and operate without using agricultural land.

To support this point, staff looked to see if in Richmond any Port lands have been lost to non - Port uses in the recent past. The results are that, since 1999, OCP lands designated for Industrial (e.g., port) use have not been reduced and remain at approximately 4,216 acres. This excludes the Port's recently purchased Gilmore Farms lands. The review also indicated that there has been a seven (7) fold increase in developed Port lands, from approximately nine (9) developed acres in 1999, to 70 developed acres in 2011. The City has also suggested that the Port consider acquiring non agricultural lands along the South Arm of the Fraser River for Port purposes. These examples indicate some of the ways in which Richmond's land uses policies support the Port without affecting agricultural land.

*Potential Port Lands In The Metro Vancouver Region*

While the Port has not indicated where in the Metro Vancouver Region it will expand, there are non agricultural lands in the Region which the Port could use (e.g., industrial waterfront lands in Port Moody). City staff have advised Port staff to consider these possibilities. With these Port expansion opportunities on non agricultural lands in the Region, Richmond does not consider it acceptable that the Port use or expand on Richmond's agricultural lands.

*Summary*

There is one more opportunity for the City to request the Port not to use agricultural land, before the Plan is drafted. After the Plan is drafted, while there will be further consultation and opportunities to comment on the Plan, it may be more difficult to change. To take advantage of this opportunity, staff recommend that Council, once again, request the Port to state in its Land Use Plan that it will not expand or operate on agricultural land, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.

**Financial Impact**

None

**Conclusion**

Staff have reviewed Port Metro Vancouver's Phase 3 draft Land Use Plan and find that, after repeated Richmond requests, the draft Plan does not protect agricultural land from Port expansion or operations. Staff recommend that Council once again request Port Metro Vancouver to state in its Land Use Plan that it will not expand or operate on agricultural lands, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.



Terry Crowe, Manager,  
Policy Planning  
(604-276-4139)

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| <b>Attachment 1</b> | Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013       |
| <b>Attachment 2</b> | Phase 2, Consultation Summary Report, Land Use Plan, March 2013                       |
| <b>Attachment 3</b> | Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013 |
| <b>Attachment 4</b> | Richmond General Manager's July 3, 2012 Letter to Port                                |
| <b>Attachment 5</b> | Richmond Mayor Brodie's October 25, 2013 Letter to Port                               |



# Land Use Plan Update

## Phase 3 Stakeholder Workshops

### Discussion Guide

*To be reviewed with the Draft Designation Maps, available online at <http://tinyurl.com/n4jt2e5>*

June 18, 2013: Vancouver

June 20, 2013: Richmond

June 26, 2013: Surrey



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**vancouver**

**Thank you for participating in Phase 3 workshops on Port Metro Vancouver's Land Use Plan update. This discussion guide provides you with important information to prepare you for the upcoming workshop.**

Key objectives of the workshop are to:

- Explain the Port's Land Use Plan (LUP) update process and the function of the final plan.
- Present revised LUP goals, objectives, and policy directions from Phase 2.
- Gather input on draft land and water use designations.

#### **Agenda**

9:30	Registration
10:00	Welcome and introduction
10:40	Presentation on goals, objectives & policy directions
11:00	Small group discussions on goals, objectives & policy directions
12:00	Lunch break
12:45	Presentation on planning areas and draft designations
1:30	Round 1: Map-based small group discussion of draft designations
2:10	Round 2: Map-based small group discussion of draft designations
2:50	Afternoon Break
3:05	Round 3: Map-based small group discussion of draft designations
3:45	Plenary
4:15	Feedback
4:20	Closing remarks

Following an introductory presentation, we will spend the morning presenting the revised goals, objectives, and policy directions, highlighting how input from the earlier consultation was incorporated.

In the afternoon, we will start with a presentation on the existing planning areas, and draft land and water use designations. Then, we will invite you to comment on planning areas and draft designations. After three rounds of exploring designation maps from seven planning areas, we will wrap up with a plenary discussion and gather feedback.

**NOTE: ALL MATERIALS PRESENTED IN THIS DISCUSSION GUIDE ARE PRELIMINARY AND FOR CONSULTATION PURPOSES ONLY.**

#### **FOR MORE INFORMATION**

Tel: 604-665-9388

Email: [landuseplan@portmetrovancover.com](mailto:landuseplan@portmetrovancover.com)

Visit: [www.portmetrovancover.com/landuseplan](http://www.portmetrovancover.com/landuseplan) | [www.porttalk.ca](http://www.porttalk.ca)

# Introduction

## WHAT IS THE PORT METRO VANCOUVER LAND USE PLAN?

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In 2011, Port Metro Vancouver completed a strategic visioning initiative we called Port 2050. During this year-long initiative, we engaged a wide range of representatives from industry, government and local communities. A key outcome of Port 2050 was a new vision for Port Metro Vancouver:

*To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.*

As one of our first steps towards implementing this new vision, we are updating the current Land Use Plan.

## OBJECTIVES OF THE PLAN

- Guide the physical development of the Port
- Provide direction to port staff when reviewing development proposals
- Assist port tenants in identifying areas to locate or expand their operations and investments
- Facilitate coordination of land use and transportation planning with external agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how their interests will be considered in the planning process
- Communicate the Port's intentions of growing in an environmentally, economically and socially responsible manner





## PROCESS TO DATE



During Phase 1, we gathered information on top priorities for stakeholders, communities and First Nations. We combined that with research into industry trends, port best practices and the port's vision, mission, and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.

In Phase 2, we developed draft goals, objectives and policy directions based on information we had gathered during Phase 1. Through a series of workshops, open houses, meetings and online feedback, we consulted on these materials to receive feedback on each policy, and to discover if we had missed anything. The results of this consultation are available at [www.portmetrovanancouver.com/landuseplan](http://www.portmetrovanancouver.com/landuseplan).

In Phase 3, we will be developing the Land Use Plan document. At this point, we are finalizing the goals, objectives, and policy directions and developing land and water designations for the areas under the Port's jurisdiction. We are also mapping out these uses throughout the Port. We will be consulting with stakeholders, communities and First Nations through various activities.

During this first round of workshops, we will provide participants with an overview of and opportunity to comment on the following:

- Goals, objectives and policy directions
- Planning areas
- Draft land and water designations
- Maps of draft land and water designations

During Phase 4, we will be finalizing the Plan and releasing the full draft for consultation with stakeholders, First Nations and the wider community.

# Goals, Objectives and Policy Directions

Draft Goals, Objectives & Policy Directions were developed in Phase 2 in order to provide a policy framework for the updated Land Use Plan. They were based on a combination of consultation, research into best practices, and the Port's mandate, mission and vision. We received hundreds of comments in Phase 2 from stakeholders, the community and First Nations on the draft goals, objectives, and policy Directions. Following that consultation period, we further reviewed them in order to see what changes could be made, and ensure they aligned with the scope of the Land Use Plan and Port Metro Vancouver's mandate.

While some of the feedback received referred to issues outside of the scope of a land use plan, we were able to identify some clear themes from the input we received. Based on these themes, we made significant changes, of which the major ones are outlined below. Please note that the changes highlighted below do not include the many other changes that were also made to in response to input received which improved clarity and consistency. The revised goals, objectives and policy directions will be a central component of the new Land Use Plan.

## What we heard

*Growth should not take place at the expense of the environment or communities.*

*Communication and engagement need to be strongly reflected in the policies.*

*Impacts to communities and the environment should be key considerations in the Land Use Plan.*

*Local and regional plans need to be taken into account when developing Port plans and strategies.*

## Major changes

**Goal 1 and the related policy directions now emphasize that the Port manages - rather than just facilitates - growth to consider a wider range of economic, social, and environmental factors.**

**A new goal on communication and engagement has been created.**

**Objectives and policy directions have been revised to clarify the importance of identifying and addressing potential community and environmental impacts.**

**A new policy direction has been created to confirm that the plans of municipalities, First Nations and other agencies will be considered as part of port planning and development decision-making.**

Goal 1: "Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy."

Goal 5: "Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters."

Policy direction and objectives: 1.2.1, 3.1.2, 3.3.5, 3.3.6, 4.2, 4.2.1, 4.2.3, 4.3, 4.3.1, 4.3.3

4.3.4: "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies."



# Goal 1

*Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.*

## CONTEXT STATEMENT

Port Metro Vancouver is a major North American gateway for our Asia Pacific trading partners and a major generator of jobs, taxes and financial value for the Canadian economy. Across Canada, port activities generated approximately 98,800 jobs and \$20 billion in economic output. The port has also been a driving force in the growth of the region, providing employment opportunities to local residents and enabling many of the region's businesses to flourish.

As we look forward to the next 15 to 20 years, growth is forecasted across almost all commodity sectors currently handled at the Port. A key challenge will be ensuring there is sufficient land to support this expected growth. While various land uses within the region—such as commercial, industrial and residential—are interdependent on one another, they also compete with one another for the very land needed to sustain them.

As we look beyond the 15 to 20 year timeframe of the Land Use Plan, we recognize our long term future may be very different from today. Through our recent Port 2050 strategic visioning initiative, we identified our anticipated future where a post-carbon economy emerges over the next 40 years, accompanied by more sustainable patterns of production and consumption. Port Metro Vancouver is uniquely positioned to take a leading role in managing its growth responsibly, and preparing the port community for that future so that together we may adapt to new challenges and seize the potential of new opportunities that will inevitably arise.





# Objectives & Policy Directions

## **1.1 Protect the industrial land base to support port and related activities into the future.**

- 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
- 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
- 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.

## **1.2 Optimize the use of existing port lands and waters.**

- 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
- 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
- 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.

## **1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.**

- 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
- 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
- 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

## **1.4 Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port.**

- 1.4.1 Monitor and research trends against measurable indicators to anticipate changes in the way port lands and waters will be used in the coming decades.
- 1.4.2 Develop innovative land management strategies and practices, in collaboration with customers, stakeholders and First Nations, to influence and adapt to expected changes in trade patterns, supply chains, technology and other key drivers of port activity.
- 1.4.3 Pursue investments in port lands and infrastructure in the context of anticipated long-term economic trends.
- 1.4.4 Pursue best practices in sustainable land use management, and support port operators in developing operating and management practices that align with the Port's vision for a sustainable future.

## Goal 2

*Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.*

### CONTEXT STATEMENT

The lands and waters managed by Port Metro Vancouver are small links in the chain of supply that delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port land for the handling of their products, that land must be served by a reliable and efficient transportation network. In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain.

While local marine navigation is almost entirely within the Port's jurisdiction, most road and rail services that the Port depends on are provided by external organizations. The Land Use Plan provides an opportunity to communicate the Port's needs to those organizations in order to facilitate the coordination of transportation planning within the region. It also communicates our intent to consistently apply best practices in ensuring the safety and security of goods and passengers utilizing the gateway.





# Objectives & Policy Directions

## **2.1 Improve operational efficiencies of transportation modes serving the port.**

- 2.1.1 Monitor road, rail and marine traffic activities on an ongoing basis in order to identify and pursue opportunities for improvements to operating efficiency.
- 2.1.2 Collaborate with customers, stakeholders, local governments and other agencies to identify and implement operational changes that improve road, rail and marine traffic flows accessing the port.
- 2.1.3 Support the increased use of regional waterways for the transport of cargo.
- 2.1.4 Work with customers, stakeholders, local governments and other agencies to develop strategies and identify opportunities to optimize supply chain movements within and beyond the Metro Vancouver region.
- 2.1.5 Work with customers, stakeholders, local governments and First Nations to identify and monitor operational improvements to mitigate potential noise, congestion, air emissions and other impacts arising from port-related activities.

## **2.2 Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port.**

- 2.2.1 Maintain and improve critical navigation infrastructure, port roadways and port-owned rail infrastructure and corridors in order to support the safe, efficient and effective movement of goods.
- 2.2.2 Support maintenance and improvement of land and marine transportation corridors and infrastructure outside of Port Metro Vancouver's jurisdiction required for current and future port activity.
- 2.2.3 Collaborate with industry, transportation agencies, local governments and other stakeholders to ensure the future capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context of the needs of other transportation network users.
- 2.2.4 Pursue the Port's interests in an efficient and effective regional transportation network through advocacy and direct participation in the transportation planning initiatives of other agencies.
- 2.2.5 Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods.
- 2.2.6 Support investigation of options to provide improved transit service to port lands to increase transportation choice for port workers.

## **2.3 Ensure the safe and secure movement of goods and passengers through the port.**

- 2.3.1 Support the implementation and enforcement of applicable best practices, regulations and standards for the safe use and operation of roads, railways and navigation channels servicing the port.
- 2.3.2 Assist port users in incorporating best practices for safety and security into all aspects of their operations.
- 2.3.3 Collaborate with relevant authorities and agencies to strengthen established emergency and post-emergency response plans for incidents originating in the port or directly impacting port operations.
- 2.3.4 Support emergency response planning of external agencies where Port resources may be of service in responding to emergencies affecting the broader region.



## Goal 3

*Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.*

### CONTEXT STATEMENT

Port Metro Vancouver is striving to be a global leader in port sustainability. From an environmental perspective, the manner in which port property is physically used will influence how successful we are in achieving this goal. The more than 600 km of shoreline managed by the Port is used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with agencies, port users, local governments, local communities and First Nations, we identify environmental issues and risks posed by these activities and take action to reduce the potential impacts and improve environmental quality. The Land Use Plan will provide guiding policy to support this work.





# Objectives & Policy Directions

## **3.1 Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.**

- 3.1.1 Develop and promote best practices and programs to protect ecosystems and enhance fish and wildlife and their habitats.
- 3.1.2 Minimize potential adverse impacts on habitat quality or, where necessary, mitigate such impacts and compensate for loss of habitat resulting from new port development.
- 3.1.3 Support the creation, enhancement and/or restoration of critical fish and wildlife habitat at appropriate locations within the Port's jurisdiction, or when such locations are not available, at locations outside of the Port's jurisdiction.
- 3.1.4 Collaborate with environmental agencies, local governments, First Nations and stakeholders to monitor and protect critical terrestrial, marine and estuarine environments.
- 3.1.5 Assess, mitigate and monitor land, air and marine environmental impacts from port operations and developments.

## **3.2 Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.**

- 3.2.1 Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.
- 3.2.2 Encourage energy conservation and delivery of alternative or renewable energy to support port operations and developments and achieve reductions in air emissions.
- 3.2.3 Monitor and report on port-related air emissions and air quality.
- 3.2.4 Maintain dialogue with regional agencies on monitoring and reducing air emissions.

## **3.3 Improve land and water quality within the port.**

- 3.3.1 Manage contamination risks within the port with remediation and risk management approaches to address lands and sediments that have been contaminated historically.
- 3.3.2 Work with agencies, port customers and stakeholders to monitor and assess port uses to prevent contamination from port-related activities, and periodically review monitoring and assessment practices to ensure they reflect best practice.
- 3.3.3 Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant.
- 3.3.4 Pursue removal of derelict structures and vessels that pose a hazard to safety and/or the environment.
- 3.3.5 Ensure that proposed developments and works on port lands include appropriate measures to protect water quality and meet best practices for storm water management.
- 3.3.6 Ensure environmental assessments are undertaken for all projects proposed on lands and waters managed by Port Metro Vancouver to determine that there are no significant adverse environmental effects.

**3.4 Promote sustainable practices in design and construction, operations and administration in the port.**

- 3.4.1 Promote green infrastructure within the port based on best practices and related standards.
- 3.4.2 Encourage port customers to adopt corporate social responsibility and sustainability principles into their organizations in a way that integrates social and environmental matters into decision making, strategy and operations, in a transparent, accountable and economically viable manner.
- 3.4.3 Develop sustainability and other guidelines, as appropriate, to assist in the review of projects proposed on lands and waters managed by Port Metro Vancouver.



## Goal 4

### *Port activity and development is a positive contributor to local communities and First Nations.*

#### CONTEXT STATEMENT

Port Metro Vancouver operates in a complex jurisdictional context. Port lands and waters are located within 16 municipalities and border the lands of one Treaty First Nation. The Port's jurisdiction also intersects with the traditional territories of several other First Nations. While our mission is to support trade in the best interest of all Canadians, we recognize that local interests must also be addressed.

Trade activities result in substantial local benefits. For example, there are currently 57,000 jobs in the Lower Mainland that rely on the Port, directly and indirectly. Many port jobs are high-paid – as of 2012, the average salary of a port worker is \$67,000, which was 50% greater than the average Canadian wage of \$44,000. In addition to the positive economic impacts of a thriving port, port activity can also provide opportunities for public waterfront access and other goals of local communities and First Nations. However, port activity can also present challenges for local residents such as noise, traffic congestion and environmental impacts. We do our best to address these challenges while ensuring the viability of port businesses. Ultimately, our intent is that the benefits for those living and working in this region alongside a successful and growing port far outweigh the impacts.





# Objectives & Policy Directions

## **4.1 Generate sustainable local and national economic benefits through the use and development of port lands and waters.**

- 4.1.1 Support creation and expansion of business activities within the port that provide local economic opportunities for Metro Vancouver residents.
- 4.1.2 Explore opportunities for employment and contracting within the port for First Nations whose traditional territories intersect with the port.
- 4.1.3 Encourage industry training initiatives designed to provide necessary skills for workers of businesses operating within the port.
- 4.1.4 Maintain a program where a portion of the Port's net income is invested in the communities in which the Port operates.

## **4.2 Ensure public recreational opportunities and waterfront access is provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.**

- 4.2.1 Support the continuation of park use within the port and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.
- 4.2.2 Collaborate with local communities and First Nations to explore opportunities within publicly accessible port areas to recognize the historic uses of port lands and waters by Aboriginal peoples and early settlers.
- 4.2.3 Manage private recreational dock development in a manner that protects the environment and supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities.

## **4.3 Seek to minimize the impacts from port operations and development on local communities and First Nations.**

- 4.3.1 Ensure potential impacts from new development, such as noise, lighting glare, dust, obstructed views, emissions, traffic congestion and disturbances to archaeological deposits are identified and appropriately minimized and/or mitigated by administering a comprehensive and thorough Project Review Process that solicits and incorporates input from potentially affected communities, First Nations and stakeholders, and requires appropriate actions and monitoring by project proponents.
- 4.3.2 Work with port businesses to develop and implement effective and appropriate solutions for minimizing impacts from their on-going operations on adjacent communities and First Nations.
- 4.3.3 Develop guidelines based on best practices to assist in identifying and responding to the presence of archaeological sites and deposits.
- 4.3.4 Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies.

## Goal 5

*Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.*

### CONTEXT STATEMENT

Port Metro Vancouver values working with our neighbouring communities to identify shared interests and to respond to concerns about port operations and development. We engage with communities in a variety of ways – through liaison groups and at community events, by supporting the outreach efforts of port industry partners, by building solid relationships with local governments and First Nations, and by investing in community amenities. The Port's Project Review Process provides a variety of opportunities for public notification and consultation tailored to the scope and level of interest in proposed developments. We seek to address issues that arise regarding on-going port operations and proposed developments in a manner that is proactive, reasonable and consistent. In a rapidly growing region where urban and port development are in close proximity, the need for strong communication and engagement processes will only continue to grow. Port Metro Vancouver is committed to a process of continual improvement in how and when it engages communities and stakeholders in the growth and development of our port.





# Objective & Policy Directions

## **5.1 Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.**

- 5.1.1 Provide current and accessible information on significant development proposals, and work towards a system that makes publicly available all development proposals under review.
- 5.1.2 Periodically review the Project Review Process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3 Consult with First Nations through the Port's Project Review Process on development activities that have the potential to adversely impact Aboriginal or treaty rights.
- 5.1.4 Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan.
- 5.1.5 Explore opportunities for establishing agreements with other agencies to guide collaboration and engagement on matters of shared interest related to the use and development of port lands and waters.





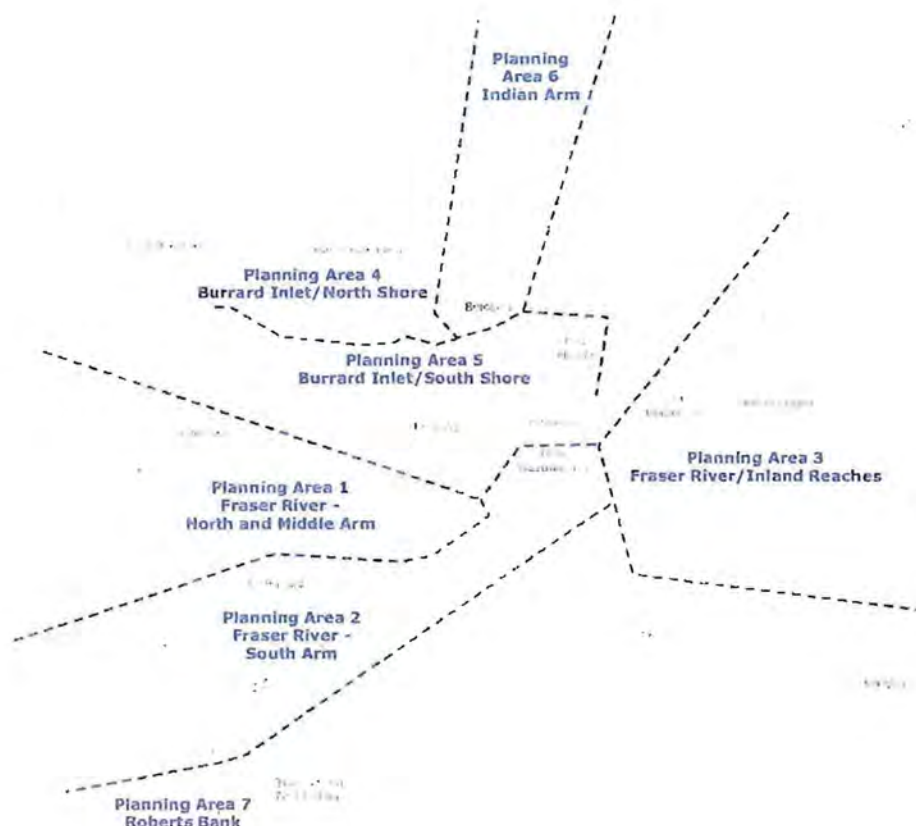
# Planning Areas

Port Metro Vancouver's jurisdiction, which covers over 600 km of shoreline, has been organized into seven specific planning areas for ease of reference. The following section describes the location, physical characteristics, current use, and future challenges and opportunities within each planning area.

- Planning Area 1: Fraser River - North and Middle Arm
- Planning Area 2: Fraser River - South Arm
- Planning Area 3: Fraser River - Inland Reaches
- Planning Area 4: Burrard Inlet - North Shore
- Planning Area 5: Burrard Inlet - South Shore
- Planning Area 6: Indian Arm
- Planning Area 7: Roberts Bank

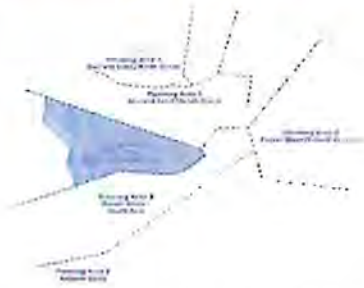


For detailed maps, refer to  
Draft Designation Maps  
document at  
<http://tinyurl.com/n4jt2e5>





## Planning Area 1: Fraser River - North and Middle Arm



The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.

The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

## Planning Area 2: Fraser River - South Arm



The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver.

The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and short-sea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and WWL in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm.

In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area.

This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.

There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited.

Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.





## Planning Area 3: Fraser River - Inland Reaches

The Fraser River Inland Reaches extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge. The area borders the municipalities of Port Coquitlam, Pitt Meadows, Surrey, Township of Langley and Maple Ridge, and the reserve lands of the Katzie First Nation and the Kwikwetlem First Nation.



The Inland Reaches of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to include a mix of existing uses. Continued conversion of existing industrial uplands to residential or other non-industrial uses is expected, further limiting the stock of industrial lands in the area.

## Planning Area 4: Burrard Inlet North Shore



The North Shore spans from Ambleside Park in West Vancouver to Cates Park in the District of North Vancouver. The North Shore Planning Area in the Burrard Inlet borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver and reserve lands of the Squamish Nation and Tsleil-Waututh Nation.

The North Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the North Shore handled over 22 per cent of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets. It is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in BC, throughout western Canada, and across Canada as a whole.

Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Kinder Morgan and Seaspam, moving containers, dry bulk, liquid bulk and break-bulk products. There are also some industrial and commercial uses, as well as conservation and recreation activities in the area. This area is also a main rail line for Canadian Pacific Railway (CPR) and Canadian National Railway (CN).

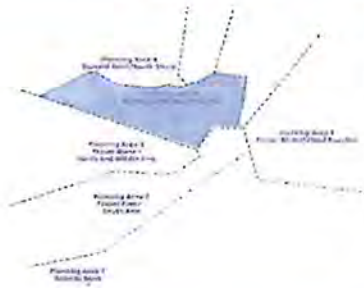
It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry, liquid and break bulk activities. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential areas to port-related activities, and the continued conversion of industrial lands to non-industrial uses in this area, there is a potential for conflicts between port-related and non-industrial uses in the community to increase. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as Low Level Road, are expected to improve access, throughput capacity and efficiencies while lessening impacts from rail noise and traffic generated by port-related activities in the community.



## Planning Area 5: Burrard Inlet South Shore



Spanning from Stanley Park in Vancouver to Port Moody Arm in Port Moody, the South Shore Planning Area borders the municipalities of Vancouver, Burnaby, Port Moody, and the reserve lands of the Squamish Nation. It also includes the sub-area plan of the East Vancouver Port Lands (EVPL), which borders Victoria Drive to Council Road north of McGill Street in Vancouver, and which has specific policies related to port development in the area.

The South Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the area



handled approximately 30 million metric tonnes of cargo and over 666,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Ballantyne Cruise Terminal, Cascadia, Stanovan, Shellburn, Westridge, Burrard Products Terminal, Pacific Coast Terminals and Kinder Morgan, moving cruise passengers, containers and dry, liquid and break bulk materials. The area is also connected to the main Canadian Pacific Railway (CPR) corridor and regional truck routes to the rest of Canada. The South Shore includes industrial and commercial activities, and a number of conservation and recreational uses and waterfront parks.

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the South Shore, particularly in container, dry bulk and liquid bulk activities and industrial uses. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential and commercial areas to port land, there is ongoing potential for conflicts between port-related and non-industrial uses. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as the South Shore Corridor Project and other improvement projects, are expected to improve efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

## Planning Area 6: Indian Arm



Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests. The Indian Arm Planning Area borders Belcarra, the District of North Vancouver, Electoral Area A, provincial park lands and the reserve lands of the Tsleil-Waututh Nation.

A majority of the upland area in Indian Arm consists of Cates Park, Say Nuth Khaw Yum / Indian Arm Provincial Park and Belcarra Regional Park. Existing uses include residential moorage facilities, marinas, and public wharves. Future port-related uses in this area will likely continue to be limited, mainly consisting of a mix of commercial, recreational and conservation uses.

## Planning Area 7: Roberts Bank



The Roberts Bank Planning Area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nations lands. Port facilities in this area consist of a 105 hectare man-made land mass and causeway built by the federal government in the 1970s and expanded in the 1980s.

Roberts Bank is one of the main trading areas of Port Metro Vancouver, consisting of the Port's largest bulk facility, Westshore Terminals and the Port's largest container terminal, Deltaport. In 2012, over 38 million metric tonnes of container and bulk cargo flowed through Roberts Bank. It is served by a rail and road system that connects to major regional, national and United States highway systems.

The Roberts Bank Planning Area is anticipated to undergo significant growth over the next 10 years as part of PMV's Container Capacity Improvement Program, a long-term strategy to meet anticipated growth in container capacity demand. This includes investments into many road and rail improvement projects, as well as the Roberts Bank Terminal 2 project, which will expand the existing Deltaport container terminal. Further intensification of port-related activities and uses will also likely to continue at the existing site. The Roberts Bank Rail corridor upgrades will also improve efficiency while decreasing congestion and other community impacts.



# Draft Designations



For complete maps, refer to the Draft Designation Maps document at <http://tinyurl.com/n4jt2e5>

## CONTEXT

Since 2008, Port Metro Vancouver's existing Land Use Plan has been a consolidation of three land use plans from the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority. Each plan had its own set of designations, definitions and policies which were developed over many years and which are now in need of an update. One of the main objectives of our current Land Use Plan update is to create a set of land and water use designations that are clear and consistent across the Port's jurisdiction.

Currently, the Port has a mixture of over 15 designations, some of which are based on the Area Designations as established by the Fraser River Estuary Management Plan (FREMP). To create a consistent set of land and water designations, there are now eight draft designations proposed, each with a specific intent and list of uses. Below is the list of the draft designations and their intent.

Draft Designation	Description
Port Terminal	Areas primarily designated for deep-sea and marine terminals which handle a variety of commodities including autos, break-bulk, dry-bulk, liquid bulk, containers and passengers. This includes uses that support shipping, transportation and the handling of goods and passengers.
Industrial	Areas primarily designated for industrial uses in support of port operations and marine support services. This includes uses that support shipping, transportation and the handling of goods.
Commercial	Areas primarily designated for commercial uses related to port or marine support services, tourism related businesses, transportation of passengers, and the handling and storage of goods.
Log Storage & Barge Moorage	Areas primarily designated for log storage and associated activities.
Port Water	Applies to open water and foreshore areas adjacent to Port and non-Port lands primarily for shipping and navigation.
Recreation	Areas primarily designated for public recreational use.
Conservation	Areas primarily designated for habitat conservation, enhancement, restoration, creation and off-setting, and may be publicly accessible.
Special Study Area	Areas that require additional study, consultation and planning to determine future use



## TABLE OF SPECIFIC USES

Below is a table indicating Primary and Ancillary Uses, Secondary Uses and Conditional Uses for each of the 8 draft designations. Please note that the uses listed are not intended to be an exhaustive list. They highlight the common uses that are currently operating in the port. All developments and activities proposed within PMV's jurisdiction are subject to PMV review and approval, and must be consistent with port-related uses permitted under the Canada Marine Act and PMV's Letters Patent.

## DEFINITIONS

**Primary Use** is a use that is considered to be the main and preferred use within a specific designation. Ancillary uses are considered to be supplementary to a primary use and may be permitted if in conjunction with a primary use.

**Secondary Uses** are related to the primary use permitted within a specific designation. Secondary uses may be permitted without an existing primary use on the site.

**Conditional Uses** may be permitted subject to specific regulations or policies and/or may be permitted on an interim or temporary basis.

Draft Designations	Primary and Ancillary Use	Secondary Use	Conditional Use
Port Terminal	<ul style="list-style-type: none"> <li>Terminals for autos, bulk, break bulk, liquid bulk, containers, cruise and passengers.</li> <li>Uses related to the shipping, transportation and the handling of goods and passengers.</li> </ul>	<ul style="list-style-type: none"> <li>Intermodal yard</li> <li>Marine support services</li> <li>Warehousing</li> <li>Moorage</li> </ul>	<ul style="list-style-type: none"> <li>Tourism related businesses</li> <li>Public recreation areas</li> </ul>
Industrial	<ul style="list-style-type: none"> <li>Intermodal yards</li> <li>Marine support services</li> <li>Warehousing</li> <li>Materials processing</li> <li>Uses related to the shipping, transportation and handling of goods.</li> </ul>		<ul style="list-style-type: none"> <li>Log storage &amp; barge moorage</li> <li>Public recreation areas</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>Marinas</li> <li>Float plane terminals</li> <li>Marine support services</li> <li>Warehousing</li> <li>Moorage</li> </ul>		<ul style="list-style-type: none"> <li>Tourism related businesses</li> </ul>
Log Storage & Barge Moorage	<ul style="list-style-type: none"> <li>Log storage</li> <li>Booming grounds</li> <li>Barge moorage</li> </ul>		<ul style="list-style-type: none"> <li>Public recreation areas</li> </ul>
Port Water	<ul style="list-style-type: none"> <li>Shipping</li> <li>Navigation</li> <li>Anchorage</li> <li>Moorage</li> </ul>		<ul style="list-style-type: none"> <li>Private recreational docks</li> <li>Existing residential uses on PMV foreshore &amp; upland areas</li> <li>Public recreation areas</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Public parks</li> <li>Public recreation areas</li> <li>Public wharves</li> <li>Moorage</li> </ul>		<ul style="list-style-type: none"> <li>Tourism related businesses</li> </ul>
Conservation	<ul style="list-style-type: none"> <li>Conservation areas</li> <li>Habitat creation</li> <li>Habitat enhancement</li> <li>Habitat restoration</li> <li>Habitat conservation</li> <li>Habitat off-setting</li> </ul>		<ul style="list-style-type: none"> <li>Log storage &amp; barge moorage</li> <li>Public recreation areas</li> </ul>
Special Study Area	<ul style="list-style-type: none"> <li>Existing use</li> </ul>		



## SPECIFIC POLICIES ON ALLOWABLE & CONDITIONAL USES

### ALLOWABLE USES IN ALL DESIGNATIONS

Allowable uses are generally permitted in all designations, subject to PMV review, approvals and applicable policies.

- **Conservation:** Conservation uses such as the use of lands and water for habitat conservation, restoration, creation, enhancement and offsetting are permitted in all designations where compatible with primary and secondary uses.
- **Parking:** Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis, where compatible with primary and secondary uses on the site.
- **Utilities & Telecommunications:** Utilities and telecommunication uses are permitted in all designations where compatible with the primary and secondary uses on the site.

### CONDITIONAL USES

Conditional uses are only allowable in specific designations, and may be subject to specific regulations, policies and procedures established by the Port. All conditional uses are subject to PMV review and approvals.

- **Log Storage & Barge Moorage:** Log storage and barge moorage are permitted in Industrial and Conservation designated areas where they are compatible with the primary use of the site.
- **Private Recreational Docks:** Private recreational docks (single or shared) may be permitted in the Port Water designation and in certain locations within PMV's jurisdiction and must be associated with a residential upland use or with the consent of the upland owner/municipality. All private recreational docks will be reviewed on a case-by-case basis and subject to PMV's recreational dock policies and guidelines.
- **Public Recreation Areas & Uses:** Public recreation areas and uses such as public wharves, viewing platforms, trails, and pathways may be permitted in areas where they are considered to be a safe and compatible use with the primary or secondary use of the site.
- **Tourism Related Businesses:** Tourism related businesses such as restaurants, hotels, retail shops, and entertainment services may be permitted in Port Terminal, Commercial and Recreation designated areas and only in specific locations within the Port's jurisdiction in accordance with PMV's Letters Patent, and must be compatible with the primary use of the site.
- **Float Homes:** New or relocated float homes are only permitted in specific areas of the Fraser River, adjacent to existing authorized float homes, and within established maximum numbers.



# Overview of Draft Designation Changes

## BACKGROUND

This section provides an overview of the draft designation changes that are being considered for land and water areas within the PMV's jurisdiction, and outlines the changes from former legacy port authority designations (legacy designations) to the draft designations. The draft designations provided are a preliminary step in creating a comprehensive land and water designation map set for the Port. In April and May of 2013, we asked key municipal stakeholders, regional, provincial and federal agencies to provide early input into the existing legacy designations and identify any major areas of concern. This first version of the Draft Designation Maps is the result of reviewing key stakeholder recommendations and input from PMV staff.

We consider these draft designation maps a work in progress, and we look forward to additional comments from stakeholders, tenants, customers, and First Nations during the consultation period to assist us in further refining land and water use designations to be incorporated into the Land Use Plan.

This is the first comprehensive review and update of land and water designations to take place within the Port for over a decade. The North Fraser and Fraser River Port Authority Land Use Plans used a mixture of FREMP Area Designations and their own policies in determining land and water uses in the Fraser River. In certain areas, legacy designations were inconsistent with FREMP Area Designations and existing uses were never reflected or updated in those plans. Meanwhile in the Vancouver Port Authority Land Use Plan, a different set of designations were used with different definitions and objectives. There were also some mapping inconsistencies that needed review and correction.

## OBJECTIVES

Given the varying mix of designations and inconsistencies that currently exists in the Port due to the amalgamation of three legacy port authority land use plans, the proposed designation changes you see in the Draft Designation Maps are mainly the result of four main objectives:

1. Designations should be consistent throughout the Port's jurisdiction whether it is in the Burrard Inlet or the Fraser River;
2. Designations should be clear and consistent with existing or intended primary uses of a site;
3. Designations should provide flexibility to accommodate existing or intended secondary and conditional uses on a site;
4. Where possible, designations should be compatible with existing upland uses and Fraser River Estuary Management Program (FREMP) Area Designations.

## SUMMARY OF DRAFT DESIGNATION CHANGES

General designation changes included:

- **Deleting duplicate categories of designations:** There were a total of 16 legacy designations, which were reduced to eight in order to create one set of defined draft designations.
- **Eliminating overlapping designations:** The legacy land use plans included overlapping designations for some sites. Sites are now assigned a single draft designation, based on their existing or intended primary use.
- **Ensuring consistent designation:** Assigned draft designations that are consistent with existing or intended future uses
- **Ensuring all sites are designated:** All sites were reviewed to determine their primary use or assigned a Special Study Area draft designation.

### Vancouver Port Authority Legacy Designations

Legacy Designation	Overview of Changes
Port Marine Land / Port Marine Water	<ul style="list-style-type: none"> <li>• These legacy designations included port terminal and marine industrial uses.</li> <li>• Areas with Port Marine Land or Water legacy designations are now generally assigned the draft designations of Port Terminal or Industrial, to provide further clarity on existing or intended primary uses.</li> </ul>
Urban and Mixed Port Land/ Urban and Mixed Port Water	<ul style="list-style-type: none"> <li>• These legacy designations included mixed port and urban land uses.</li> <li>• Areas with Urban and Mixed Port Land and Water legacy designations are now generally assigned the draft designations of Commercial or Industrial to provide further clarity on existing or intended primary uses.</li> </ul>
Port Water	<ul style="list-style-type: none"> <li>• This legacy designation applied to open water and foreshore areas.</li> <li>• Areas with Port Water legacy designation are now generally assigned the draft designation of Port Water with similar intended uses.</li> </ul>
Park Areas Land / Park Areas Water	<ul style="list-style-type: none"> <li>• These legacy designations applied to parks, plazas and water areas available for public recreation use.</li> <li>• Areas with the Park Areas Land and Water legacy designation are now generally assigned the draft designation of Recreation to capture all intended public recreational uses including park areas.</li> </ul>
Conservation Areas Land / Conservation Areas Water	<ul style="list-style-type: none"> <li>• These legacy designations were intended for areas with fisheries or wildlife habitat conservation or enhancement.</li> <li>• Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflect similar intended uses.</li> </ul>



## North Fraser and Fraser River Port Authority Legacy Designations

Legacy Designation	Overview of Changes
Port/Terminal	<ul style="list-style-type: none"> <li>These legacy designations applied to areas with good land transportation connection, which were adjacent to sufficient upland space for terminal development.</li> <li>Areas with Port/Terminal legacy designations are now generally assigned the draft designation of Terminal with a defined set of primary, secondary and conditional uses.</li> </ul>
Industry	<ul style="list-style-type: none"> <li>This legacy designation referred to areas with operations that required water-borne transportation, surface use of the water and/or use of submerged lands.</li> <li>Areas with Industry legacy designations are now generally assigned the draft designation of Industrial with a similar set of primary uses.</li> </ul>
Log Storage and Moorage	<ul style="list-style-type: none"> <li>This legacy designation referred to areas with log storage and barge moorage operations.</li> <li>Areas with the Log Storage and Moorage legacy designations are now generally assigned the draft designation of Log Storage and Barge Moorage with a similar set of primary uses.</li> </ul>
Water-Oriented Residential/Commercial	<ul style="list-style-type: none"> <li>This legacy designation was intended for areas designated for residential use (e.g. float homes) and/or for amenities supporting urban/commercial activities on adjacent uplands.</li> <li>Areas with Water-Oriented Residential/Commercial legacy designations are now generally assigned the draft designation of Commercial to reflect the existing or intended primary use (i.e. marinas, marinas for float homes).</li> <li>Float homes are now considered a proposed conditional use subject to specific PMV policies and allowances under PMV's Letters Patent.</li> </ul>
Small Craft Moorage	<ul style="list-style-type: none"> <li>This legacy designation was intended for moorage of small crafts.</li> <li>Areas with Small Craft Moorage designation are now generally assigned the draft designation of Port Water that allows individual private recreational moorage.</li> </ul>
Recreation/Park	<ul style="list-style-type: none"> <li>This legacy designation was intended for areas adjoining public open space uplands designated for recreational or other park uses.</li> <li>Areas with the Recreation/Park legacy designations are now generally assigned the draft designation of Recreation to capture all intended public recreational uses.</li> </ul>
Conservation	<ul style="list-style-type: none"> <li>This legacy designation was intended for areas with log storage and barge moorage operations.</li> <li>Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflects similar intended uses.</li> </ul>
Undetermined	<ul style="list-style-type: none"> <li>This legacy designation did not have an intended primary or secondary use.</li> <li>Areas with the Undetermined legacy designation are now generally assigned draft designations that reflect the existing or intended primary use of the site, or where warranted, assigned the proposed designation of Special Study Area if determined further study and consultation is required to determine the primary use of the site.</li> </ul>



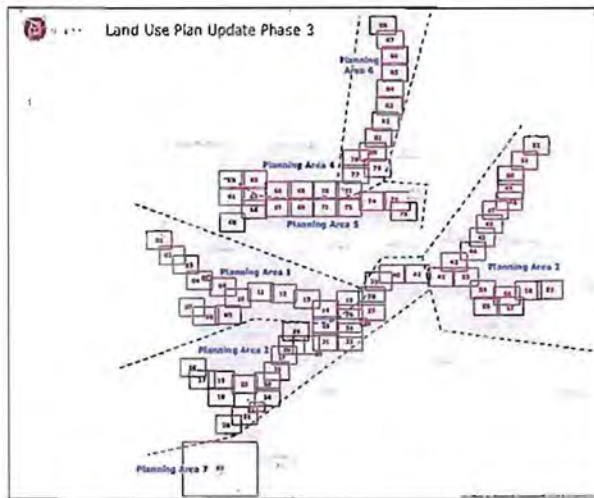
## SUMMARY OF DRAFT DESIGNATION CHANGES, BY PLANNING AREA

Planning Area	Overview of Changes
No. 1: Fraser River – North and Middle Arm	<ul style="list-style-type: none"> <li>Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations).</li> <li>Addition of proposed Special Study Area designated areas.</li> </ul>
No. 2: Fraser River – South Arm	<ul style="list-style-type: none"> <li>Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Port Terminal, Industrial and Log Storage and Barge Moorage, Commercial and to a lesser extent, Recreation and Conservation designations).</li> <li>Addition of proposed Terminal and Special Study Area designated areas.</li> </ul>
No. 3: Fraser River – Inland Reaches	<ul style="list-style-type: none"> <li>Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations).</li> </ul>
No. 4: Burrard Inlet – North Shore	<ul style="list-style-type: none"> <li>Minor changes proposed, mainly consisting of proposed Industrial designations to better reflect the existing and intended primary uses on a site.</li> </ul>
No. 5: Burrard Inlet South Shore	<ul style="list-style-type: none"> <li>Minor changes proposed, mainly consisting of proposed Commercial designations for existing marinas and float plane terminal and the addition of a proposed Special Study Area designated area.</li> </ul>
No. 6: Indian Arm	<ul style="list-style-type: none"> <li>Minor changes proposed, mainly consisting of proposed Commercial and Industrial designations to better reflect the existing and intended primary uses of sites towards the northern part of Indian Arm.</li> </ul>
No. 7: Roberts Bank	<ul style="list-style-type: none"> <li>No changes proposed.</li> </ul>

# Draft Designation Maps

Draft Designation Maps are available for download at:  
<http://tinyurl.com/n4jt2e5>

Draft designation maps are available at the link provided above. Please refer to these maps for site-specific draft designations, including a list of changes. The document consists of over 90 pages of 11x17 inch-sized maps. The maps should be used in conjunction with this discussion guide and the feedback forms.



Planning Area 1 - Fraser River North & Middle Arm Proposed Designation DRAFT Changes

Sheet	Change No.	Proposed Redesignation	Existing Designation
1.1	1.1.1	Industrial	Light Industrial
1.1	1.1.2	Commercial	Light Industrial
1.1.1	1.1.3	Commercial	Light Industrial
1.1.1	1.1.4	Commercial	Light Industrial
1.1.1	1.1.5	Commercial	Light Industrial
1.1.1	1.1.6	Commercial	Light Industrial
1.1.1	1.1.7	Commercial	Light Industrial
1.1.1	1.1.8	Commercial	Light Industrial
1.1.1	1.1.9	Commercial	Light Industrial
1.1.1	1.1.10	Commercial	Light Industrial
1.1.1	1.1.11	Commercial	Light Industrial
1.1.1	1.1.12	Commercial	Light Industrial
1.1.1	1.1.13	Commercial	Light Industrial
1.1.1	1.1.14	Commercial	Light Industrial
1.1.1	1.1.15	Commercial	Light Industrial
1.1.1	1.1.16	Commercial	Light Industrial
1.1.1	1.1.17	Commercial	Light Industrial
1.1.1	1.1.18	Commercial	Light Industrial
1.1.1	1.1.19	Commercial	Light Industrial
1.1.1	1.1.20	Commercial	Light Industrial
1.1.1	1.1.21	Commercial	Light Industrial
1.1.1	1.1.22	Commercial	Light Industrial
1.1.1	1.1.23	Commercial	Light Industrial
1.1.1	1.1.24	Commercial	Light Industrial
1.1.1	1.1.25	Commercial	Light Industrial
1.1.1	1.1.26	Commercial	Light Industrial
1.1.1	1.1.27	Commercial	Light Industrial
1.1.1	1.1.28	Commercial	Light Industrial
1.1.1	1.1.29	Commercial	Light Industrial
1.1.1	1.1.30	Commercial	Light Industrial
1.1.1	1.1.31	Commercial	Light Industrial
1.1.1	1.1.32	Commercial	Light Industrial
1.1.1	1.1.33	Commercial	Light Industrial
1.1.1	1.1.34	Commercial	Light Industrial
1.1.1	1.1.35	Commercial	Light Industrial
1.1.1	1.1.36	Commercial	Light Industrial
1.1.1	1.1.37	Commercial	Light Industrial
1.1.1	1.1.38	Commercial	Light Industrial
1.1.1	1.1.39	Commercial	Light Industrial
1.1.1	1.1.40	Commercial	Light Industrial
1.1.1	1.1.41	Commercial	Light Industrial
1.1.1	1.1.42	Commercial	Light Industrial
1.1.1	1.1.43	Commercial	Light Industrial
1.1.1	1.1.44	Commercial	Light Industrial
1.1.1	1.1.45	Commercial	Light Industrial
1.1.1	1.1.46	Commercial	Light Industrial
1.1.1	1.1.47	Commercial	Light Industrial
1.1.1	1.1.48	Commercial	Light Industrial
1.1.1	1.1.49	Commercial	Light Industrial
1.1.1	1.1.50	Commercial	Light Industrial
1.1.1	1.1.51	Commercial	Light Industrial
1.1.1	1.1.52	Commercial	Light Industrial
1.1.1	1.1.53	Commercial	Light Industrial
1.1.1	1.1.54	Commercial	Light Industrial
1.1.1	1.1.55	Commercial	Light Industrial
1.1.1	1.1.56	Commercial	Light Industrial
1.1.1	1.1.57	Commercial	Light Industrial
1.1.1	1.1.58	Commercial	Light Industrial
1.1.1	1.1.59	Commercial	Light Industrial
1.1.1	1.1.60	Commercial	Light Industrial
1.1.1	1.1.61	Commercial	Light Industrial
1.1.1	1.1.62	Commercial	Light Industrial
1.1.1	1.1.63	Commercial	Light Industrial
1.1.1	1.1.64	Commercial	Light Industrial
1.1.1	1.1.65	Commercial	Light Industrial
1.1.1	1.1.66	Commercial	Light Industrial
1.1.1	1.1.67	Commercial	Light Industrial
1.1.1	1.1.68	Commercial	Light Industrial
1.1.1	1.1.69	Commercial	Light Industrial
1.1.1	1.1.70	Commercial	Light Industrial
1.1.1	1.1.71	Commercial	Light Industrial
1.1.1	1.1.72	Commercial	Light Industrial
1.1.1	1.1.73	Commercial	Light Industrial
1.1.1	1.1.74	Commercial	Light Industrial
1.1.1	1.1.75	Commercial	Light Industrial
1.1.1	1.1.76	Commercial	Light Industrial
1.1.1	1.1.77	Commercial	Light Industrial
1.1.1	1.1.78	Commercial	Light Industrial
1.1.1	1.1.79	Commercial	Light Industrial
1.1.1	1.1.80	Commercial	Light Industrial
1.1.1	1.1.81	Commercial	Light Industrial
1.1.1	1.1.82	Commercial	Light Industrial
1.1.1	1.1.83	Commercial	Light Industrial
1.1.1	1.1.84	Commercial	Light Industrial
1.1.1	1.1.85	Commercial	Light Industrial
1.1.1	1.1.86	Commercial	Light Industrial
1.1.1	1.1.87	Commercial	Light Industrial
1.1.1	1.1.88	Commercial	Light Industrial
1.1.1	1.1.89	Commercial	Light Industrial
1.1.1	1.1.90	Commercial	Light Industrial
1.1.1	1.1.91	Commercial	Light Industrial
1.1.1	1.1.92	Commercial	Light Industrial
1.1.1	1.1.93	Commercial	Light Industrial
1.1.1	1.1.94	Commercial	Light Industrial
1.1.1	1.1.95	Commercial	Light Industrial
1.1.1	1.1.96	Commercial	Light Industrial
1.1.1	1.1.97	Commercial	Light Industrial
1.1.1	1.1.98	Commercial	Light Industrial
1.1.1	1.1.99	Commercial	Light Industrial
1.1.1	1.1.100	Commercial	Light Industrial



# Glossary of Terms

Area Designation:	An agreement between individual municipalities and member agencies of the Fraser River Estuary Management Plan (FREMP) on foreshore and water uses for specific reaches in the Fraser River estuary.
Break Bulk Cargo:	Generalized cargo that is not containerized but are bundled. Typical break bulk cargos include goods such as lumber, steel, pulp and machinery.
Bulk Cargo:	Unpackaged goods shipped in bulk carriers.
Canada Marine Act:	The Federal legislation introduced to make the system of Canadian ports competitive, efficient and commercially oriented by providing for the establishment of port authorities and the divestiture of certain harbours and ports.
Dry Bulk Cargo:	Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.
Environmental Stewardship:	Working to promote sustainable practices and contribute to the overall ecological health of the region.
Foreshore Area:	Those lands located between the ordinary or mean high water mark and the ordinary or mean low water mark.
FREMP:	Fraser River Estuary Management Program. The program office was closed on March 31, 2013 due to changes in the mandates of partner organizations.
Gateway:	Gateways are points of entry into major trading regions. Corridors such as the North Fraser connect gateways as directly and efficiently as possible.
Intermodal:	The shipment of cargo by means of multiple interconnected methods including rail, water, air and road.
Jurisdiction:	A defined area which a government or its agent is empowered to administer and regulate.
Land Use Plan:	PMV's vision and policies for the growth and development of lands and waters under its jurisdiction over the next 10 - 15 years.
Letters Patent:	The letters patent establishing PMV describe the navigable waters that are within the Port Authority's jurisdiction; the federal property under the management of the Port Authority; and the real property other than federal real property, held or occupied by the Port Authority. The letters patent also outline the activities of the Port Authority and possible subsidiaries.
Liquid Bulk:	Cargo Liquid cargo that is poured or pumped into ships such as crude petroleum, refined petroleum, edible oils and petrochemicals.
Marine Support Services:	Marine related works such as ship-building, ship repair and fabrication, marine services and supplies.
Moorage:	A place where marine vessels such as vessels or barges can anchor or tie up.
Navigation:	In the context of this plan, responsibility for navigation refers to the Port Authority's responsibility to ensure the effective and efficient movement of vessels within its jurisdiction.
Planning Areas:	Geographical division of land/water that falls within PMV's authority.
PMV:	Port Metro Vancouver



Port 2050:	Strategic visioning process to help guide future business priorities, shape new initiatives and ultimately transform every aspect of Port Metro Vancouver's operations.
Project Review Process:	Port Metro Vancouver's process for reviewing land use and development proposals within its jurisdiction.
Throughput:	The movement of cargo and passengers through a marine terminal over a given period of time.
Upland:	Land above the high-water mark, adjacent to PMV land or water.
VFPA:	Vancouver Fraser Port Authority - Legal name of the Port Authority resulting from the combination of the Fraser River Port Authority, North Fraser Port Authority and Vancouver Port Authority in 2008. VFPA operates as Port Metro Vancouver.
Water Lot:	A property that is wholly or partially covered by water.



# Land Use Plan Update Phase 2 Consultation Summary Report

March 2013 (Updated May 2013 to include First Nation consultation activities and feedback)



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# 1. Phase 2 Consultation Overview

## 1.1 INTRODUCTION

The Canada Marine Act requires every Canadian port authority to have a land use plan that contains objectives and policies for the physical development of the property it manages. Port Metro Vancouver's (PMV's) current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In January 2012, Port Metro Vancouver began a two-year, four-phase process to update its Land Use Plan. The new Plan has the following objectives:

- Guide the physical development of the Port;
- Provide direction to PMV staff when reviewing development proposals;
- Assist tenants and customers in identifying areas to locate or expand their operations and investments;
- Facilitate coordination of land use and transportation planning with external agencies;
- Provide neighbouring residents with greater clarity about activities and uses that may occur on PMV lands; and
- Communicate PMV's intentions of growing in an environmentally, economically and socially responsible manner.



Although the *Canada Marine Act* requires only one public open house as part of the land use planning process, Port Metro Vancouver has chosen to extensively involve the community, First Nations, and stakeholders in order to create a more thoughtful and inclusive plan. As of December 2012, the Port had organized eight stakeholder workshops, three First Nations workshops and six public open houses, plus many more separate meetings with individual agencies and stakeholders. More events will be taking place in 2013.

In the first phase of the process, between January and July 2012, PMV sought input from stakeholders, customers, First Nations, and members of the public to share information and identify topics that mattered most as we moved forward in updating the plan. This information was then combined in Phase 2 with further research into best practices to develop draft goals, objectives and policy directions which would guide the development of the Port. Phase 2 of the process ran between August and November 2012, with First Nations consultation continuing until early 2013.

During the Phase 2 consultations, Port Metro Vancouver went back to stakeholders, First Nations and the community to get feedback on the draft goals, objectives, and policy directions. Activities in this phase included:

- three stakeholder workshops
- First Nations engagement
- three public open houses
- an online/paper feedback form
- PortTalk, an online engagement forum
- additional written submissions and comments, as received

The following report outlines the consultation process followed during Phase 2 of Port Metro Vancouver's Land Use Plan process, and summarizes the input gathered for the draft goals, objectives and policy directions. Discussions during the workshops, meetings with First Nations, open houses, and input from the feedback forms have been collated in order to highlight common, cross-cutting themes.

The Appendix contains the transcribed flip chart notes from the workshop, the complete quantitative and qualitative results of the feedback form, and the open house display boards. Submissions received from agencies have also been included in the Appendix and incorporated into the following summary.

## 1.2 PHASE 2 STAKEHOLDER WORKSHOPS

Three stakeholder workshops were held in Phase 2. The objectives of the workshops were to:

- Report on activities and input received to date from Phase 1
- Present and gather feedback on draft goals, objectives and policy directions
- Describe next steps in Land Use Plan process

All workshops followed the same format. They started with presentations on the Land Use Plan objectives, process and findings to date, followed by a review of the draft goals, objectives and policy directions. Participants then had two opportunities to take part in detailed break-out discussions on two of the draft goal areas. Those who wished to discuss all four goal areas were invited to attend a second workshop.

Participants were also encouraged to provide more detailed feedback on the draft goals, objectives and policy directions through the feedback forms, which were sent out online and in hard copy. For the purpose of this summary, comments on specific policy directions were reviewed in conjunction with the comments made on policy directions in the feedback form. The workshops adhered to the following agenda:

9:00 am	Welcome
9:05 am	Introductory presentation
9:20 am	Draft goals and objectives
9:30 am	Introduction to small table discussions
9:40 am	Small table discussion – Session 1
10:20 am	Small table discussion – Session 2
11:10 am	Plenary: Reports from tables
11:40 am	Complete and submit feedback forms

The workshops were held at the following times and locations:

- October 24, 2012, 9 – 12 pm  
Delta Town and Country Inn
- October 30, 2012, 9 – 12 pm  
Old Mill Boathouse, Port Moody
- November 6, 2012, 9 – 12 pm  
BCIT Downtown Campus, Vancouver





## Workshop Participation

A total of 119 stakeholders attended the three workshops, representing the following 84 organizations:

- ADESA Vancouver
- Against Port Expansion
- Ashcroft Terminal
- Boundary Bay Conservation Coalition
- BC Ministry of Agriculture
- BC Ministry of Environment
- BC Ministry of Transportation and Infrastructure
- BC Nature
- Berezan Management (BC) Ltd.
- BIEAP-FREMP
- BNSF Railway
- Burke Mountain Naturalists
- Burrard Inlet Marine Enhancement Society
- Burrard Yacht Club
- Burrardview Community Association
- Canadian Marine Environment Protection Society/Marine Life Sanctuaries Society
- Canpotex
- Catalyst Pulp and Paper Sales Inc.
- CBRE Limited
- City of Burnaby
- City of Coquitlam
- City of New Westminster
- City of Pitt Meadows
- City of Port Moody
- City of Richmond
- City of Surrey
- City of Vancouver
- City Transfer
- CN
- Corporation of Delta
- David Suzuki Foundation
- Delta Chamber of Commerce
- Delta Farmers' Institute
- Delta Port Committee
- Delta South Constituency Office
- District of North Vancouver
- Emerson Real Estate Group
- Eric Vance & Associates
- Fisheries and Oceans Canada
- Forrest Marine Ltd.
- FortisBC
- Fraser River Pile & Dredge
- Fraser Surrey Docks
- Georgia Strait
- Georgia Strait Alliance
- Greater Vancouver Gateway Council
- Hapag-Lloyd
- Hemmera
- High Water Ventures Ltd.
- Hwlitsum First Nation
- ILWU Canada
- Kingfisher Docks & Boats Inc.
- Lafarge Canada Inc.
- Metro Vancouver
- Mill & Timber
- MLA, Port Moody - Coquitlam
- Nature Vancouver
- Neptune Terminals
- North Shore Waterfront Liaison Committee
- Pacific Coast Marina Ltd
- Pacific Salmon Foundation
- Pacific Wildlife Foundation
- Rabbit River Farms
- Reed Point Marina
- Residential Waterlot Leaseholders Association
- Richmond Chamber of Commerce
- Scotiabank
- South Fraser Action Network
- Shato Holdings
- Southern Railway of BC
- Teck Resources
- Trans Mountain Expansion Project
- TransLink
- Transport Canada
- TSI Terminal Systems Inc.
- Univar Canada
- Vancouver Pile Driving
- Variety Marine Services Ltd.
- West Coast Reduction Ltd.
- Western Stevedoring
- Wharf St. Committee



## 1.3 OPEN HOUSES

Three public open houses were held for the general public, following the completion of the stakeholder workshops. At these events, community members were invited to review the draft goals, objectives and policy directions, engage with PMV planning staff about these materials, and fill in the feedback form.

The open houses were held at the following times and locations:

- Thursday November 15, 2012, 4 – 7 pm  
Brighthouse Elementary School, Richmond
- Saturday November 17, 2012, 1 – 4 pm  
Coast Tsawwassen Inn, Delta
- Tuesday November 20, 2012, 4 – 7 pm  
John Braithwaite Community Centre, North Vancouver

The events were advertised in the following newspapers:

- Vancouver Sun: Tuesday November 6, 2012
- Delta Optimist: Wednesday November 7, 2012
- North Shore News: Friday November 9, 2012
- Richmond Review: Friday November 9, 2012
- New Westminster: Friday November 9, 2012
- Vancouver Courier: Friday November 9, 2012
- Tri City News: Friday November 9, 2012
- Burnaby Now: Friday November 9, 2012

The open houses were also advertised by email, Twitter, PortTalk, and the PMV website.

Feedback from the open houses was generally in the form of notes taken by Port Metro Vancouver staff based on conversations with attendees, as well as the feedback forms. The results have been incorporated into the following summary.

Participants were invited to fill in feedback forms on the proposed materials, either online or by completing a survey at the event.





## 1.4 ENGAGEMENT WITH FIRST NATIONS

Port Metro Vancouver invited Lower Mainland First Nations with asserted traditional territories that intersect the lands and waters managed by the Port to participate in the Land Use Plan Update process.

In Phase 2, Port Metro Vancouver invited First Nations to review the document entitled, "Closing the Loop", which included a report of activities and input received from Phase 1. First Nations were also asked to review draft goals, objectives and policy directions and submit comments to PMV.

To help facilitate First Nations' review of these documents, Port Metro Vancouver offered to meet with First Nations individually in order to present the Land Use Plan objectives, process and findings to date, and the draft goals, objectives and policy directions.

A total of 8 meetings took place with First Nations in Phase 2 between November 2012 and March 2013, and Port Metro Vancouver received written comments from 4 First Nations. Comments provided included specific feedback on the individual goals, objectives and policy directions as well as general comments on the Land Use Plan content and process.

Participants in Phase 2 include: Tsleil-Waututh First Nation, Tsawwassen First Nation, Kwikwetlem First Nation, Qayqayt First Nation, Musqueam Indian Band, Squamish Nation, Tsawwassen First Nation, and the Cowichan Nation Alliance.

## 1.5 SOCIAL MEDIA

### **PortTalk.ca**

Port Metro Vancouver launched the Land Use Plan on PortTalk.ca in Phase 2. PortTalk is the Port's new online engagement platform, which provides a convenient way for people to find information and provide feedback on active Port-led consultations.

PortTalk provided opportunities for online Q&A and encouraged viewers to fill in the feedback form. It also advertised all workshops and open houses, as well as provided access to resource materials.

### **Twitter**

PMV actively promoted the Land Use Plan feedback form, stakeholder workshops and open houses on Twitter. Twenty-two tweets on the Land Use Plan were posted by PMV between October 30 and November 30, 2012.

## 1.6 FEEDBACK FORMS

In order to obtain specific input and gauge the community's level of agreement on draft goals, objectives, and policy directions, Port Metro Vancouver invited all stakeholders and community members to complete a feedback form on the draft materials. The feedback form was available online from November 6, 2012 to November 30, 2012. Feedback forms were also distributed at stakeholder workshops and during open houses as a primary vehicle for getting input on Phase 2 materials.

The feedback forms asked respondents to rank, on a scale from 1 to 5 (1 = strongly oppose; 5 = strongly support), the level to which they supported each goal, objective and



policy direction. They also provided space for respondents to provide comments or suggested revisions.

122 individuals began and 77 completed the feedback forms, resulting in a completion rate of 63%. The complete results of the feedback forms can be found in the Appendix, although the overall summary of results has been incorporated into the following section of this document. Respondents identified themselves in the following groups (not all respondents chose to answer this question):

	Number
Community Association or Port Liaison Committee representative	11
Environmental, community, or special interest group	16
Federal government or agency representative	0
First Nations representative	1
Industry or business association member	10
Interested community member	29
Municipal government representative	10
Provincial government or agency representative	2
Tenant and/or customer	22

When asked which land use plan events they had attended, respondents indicated that they had attended the following events. Note that because not all workshop attendees completed a feedback form, the numbers in the following table are lower than the figures for event attendance.

	Number
Stakeholder Workshop – October 24, 2012 – Delta	14
Stakeholder Workshop – October 30, 2012 – Port Moody	15
Stakeholder Workshop – November 6, 2012 – Vancouver	16
Open House – November 15, 2012	5
Open House – November 17, 2012	1
Open House – November 20, 2012	6
I did not attend any events	24



## 2. Phase 2 Consultation Summary

The following is a summary of comments received from stakeholders, First Nations, and the public on the draft goals, objectives and policy directions as part of Phase 2 of Port Metro Vancouver's Land Use Plan update process.

### 2.1 GOAL 1

#### **The Port facilitates expected growth in Canada's trade while preparing for anticipated transitions in the global economy.**

The question of growth and future planning received a great deal of attention, and was in fact a polarizing topic for many participants. While everyone agreed that planning for the future was important, the specifics of what that future should be, and how PMV should facilitate it, was much debated. Some felt that Port Metro Vancouver should anticipate the business needs of industry to create a more stable and secure economy, while others questioned PMV's growth projections and argued that growth needed to be reduced or stopped to ensure that social and environmental interests are not compromised.

Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Although industrial land – especially the kind which can be used for port activity – is in short supply, participants were concerned that PMV was not being specific about the type of land which it might acquire to support port growth and activity. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion.

Participants also felt that the Port should focus on efficiency by making best use of what is already available, intensifying operations within existing port lands, and ensuring that uses and facilities are complementary. Within this goal, Objective 1.2, "Optimize the use of existing port lands and waters," received the most support, as many felt that promoting more efficient use of existing port lands should be the priority. Creating hubs for similar activities and upgrading infrastructure were common suggestions. Rail infrastructure was seen as particularly important. Some participants recommended that the Port explore potential options to utilize lands and facilities off the waterfront or outside its jurisdiction to support port activity and reduce the need for the Port to acquire new land. First Nations felt that all proposed new port developments need to be complementary to existing use of land and water, including for traditional activities.

However, some participants felt that the word "optimize" needed to be expanded and clarified, as its implications were somewhat unclear. Some were also concerned about the effects of intensification on the surrounding community and the environment.

Objective 1.3, "Ensure the availability of suitable lands within the region for future port-related use," received a mixed reaction, with a roughly even split between respondents who were in support and respondents who were opposed. Most of the concerns centered on the impact of port expansion on the environment, local communities, and the supply of agricultural land. Concern was also expressed that the Port would develop and act on its plans without regard for municipal, regional, or First Nation plans.

Objective 1.4, "Lead the port community in responding to economic trends and opportunities that will affect the growth and development of the Port," and most of its associated policy directions, were generally supported.



Policy 1.1.3, "Collaborate with local, regional and provincial governments to improve the compatibility of port and adjacent land uses across jurisdictional boundaries," was well received. However, respondents wanted more clarity on exactly who PMV would collaborate with and how it would be done. There was also a call for more genuine collaboration and engagement with the community. Greater clarity was needed on the level of coordination already in place and on how the Port will interact with local, provincial, and federal agencies in the future.

## 2.2 GOAL 2

**The Port is a leader in ensuring the safe and efficient movement of port-related trade and passengers throughout the region.**

Stakeholders felt that it was important to support the supply chain by creating the necessary infrastructure and continuing to coordinate effectively with other agencies. They supported strong safety standards, including emergency planning and spill response at terminals and in the harbour.

Balancing competing interests was also a major theme, in terms of balancing the national interest to move goods, weighed against the local interests and community impacts. Participants were concerned that fulfilling this goal would come at the expense of the environment and quality of life. They wanted guarantees that the environment would be well protected against the effects of port operations. Railways were preferred over roads and trucks to handle the growth in goods movement to and from the port.

Collaboration and coordination with other agencies were particularly important in this area, as Port Metro Vancouver has no authority over transportation corridors outside of its jurisdiction. It was noted that the many of the objectives within this goal complemented those of the wider region.

In terms of the goal statement itself, participants felt that more clarity was needed in the definition of the "region" impacted by goods movement as well as the composition of the "passengers" referenced in the goal.

There was general support for Objective 2.1, "Improve operational efficiencies of transportation modes serving the Port." Participants supported initiatives that would reduce truck traffic and promote rail and short-sea shipping. However, some were concerned that efficient goods movement would take place at the expense of wildlife habitat and the environment. It was noted that collaboration would be key to fulfilling this objective, as the Port has limited power over transportation corridors outside of its jurisdiction.

Corresponding policies within 2.1 were well supported, although some participants questioned the increased use of waterways for transport. First Nations were specifically concerned about the potential impacts on fisheries. Most people supported Policy 2.1.5, "Work with customers, stakeholders, First Nations and local communities to identify operational improvements to mitigate noise, congestion, air emissions and other impacts arising from port-related activities." However, First Nations identified the need to implement measures to regulate and enforce water and sediment quality. Overall, respondents felt that these policy directions needed to be more specific and consistent in the Identification of which stakeholders PMV would collaborate with, and how. Respondents also urged using strong, specific targets to help gauge success.



Participants agreed on the importance of enhancing infrastructure, as identified in Objective 2.2, "Protect and enhance transportation corridors and infrastructure critical to moving goods and passengers through the Port," but were concerned about the effect this may have on the environment and local communities. They urged more focus on efficiency and collaboration. Clarity was also needed on the implications of certain words, such as "protect" and "enhance". In addition, participants felt that "passengers" needed to be defined.

Objective 2.3, "Ensure the safe and secure movement of goods and passengers through the Port," was strongly supported. Safety was a high priority for respondents, especially emergency planning, terminal security, and spill response. Some pointed out the effects of goods movement on traffic congestion and road safety in the region, while others noted a desire to monitor the types of commodities that are traded through the region in hopes that it may support safer movement of goods. Within the corresponding policy directions, respondents requested more clarity on what constitutes "best practices" and who is ultimately responsible for emergency response.

## 2.3 GOAL 3

**The Port is a global leader among ports in the environmental stewardship of the lands and waters it manages.**

Participants agreed with the overall intent and tone of the environmental goal, objectives and policy directions. However, many felt that they were too open-ended and needed more detail to be impactful. Workshop participants argued that the Port should move from the position of encouraging to requiring environmental best practices which would allow the Port to position itself as a true environmental leader. For example, respondents felt that Objective 3.1, "Contribute to the overall ecological health of the region by reducing impacts from port activities and protecting, maintaining and enhancing ecosystems," should start with "Lead" rather than "Contribute" to the ecological health of the region. Many respondents urged stricter enforcement and monitoring of regulations for port users and tenants. In the feedback forms, Goal 3 gathered a great deal of support. However, comments centered on concern that the Port would not follow through with its implementation. First Nations felt that Policy 3.1.2, "Mitigate potential impacts on habitat quality..." should first prioritize the avoidance of adverse impacts on habitat. They also felt that Policy 3.1.3, "Support the creation, enhancement, and/or restoration of critical fish and wildlife habitat..." should be further defined to the effect that more habitat is added than what was lost.

Many respondents encouraged a more holistic approach to sustainability. They felt that it should be approached through the lenses of ecology, health, and social well-being rather than mitigation of effects. Some argued that mitigation and compensation for adverse effects were not always possible, since the cumulative effects of development could not be accurately measured. Instead, they felt that rather than dividing environment into separate "land" and "water" issues, the preservation of the entire ecosystem should be the main priority. The environmental impact of the specific commodities traded through the Port was a concern for participants, as were the effects of air emissions and dredging.

At the same time, other respondents were worried about the impact that stricter environmental regulations may have on port tenants and operators – they felt that it would have adverse impacts on economic activity and business viability. Stakeholders encouraged



increased collaboration with other levels of government in order to balance competing interests. Comments from First Nations included requests for the Port to work with First Nations to jointly develop environmental policies and initiatives, and provide funding and resourcing support to facilitate meaningful consultation around environmental concerns.

Also, as part of Objective 3.1, one First Nation requested that an additional policy be created aimed at transitioning to closed-containment stockpiles in order to prevent unnecessary environmental impacts.

Objective 3.2, "Reduce air emissions and greenhouse gases and promote energy conservation in port operations and developments," received almost unanimous support. Respondents felt that the Port should take a stronger stance with this objective and set targets that exceed current best practices. First Nations felt that the Port should use its influences to set standards throughout the gateway. Incentives, targets and monitoring were needed for these policies to be successful. Participants also urged PMV to go beyond monitoring and reporting on emissions, as specified in Policy 3.2.3, and focus on reducing emissions.

Objective 3.3, "Improve land and water quality within the Port," was strongly supported. Some participants felt that more detail was needed in Policy 3.3.1 to explain the way that site contamination risks would be managed. Feedback on Policy 3.3.3, "Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant," centered on concern about the extent to which a site should be remediated during tenancy/before it is vacated, and to what standards. Some called for stricter leasing or regulatory requirements, while others called for greater consideration of business interests.

Most participants supported Objective 3.4, "Promote sustainable practices in design and construction, operations and administration in the Port," noting that specific standards or targets should be established, such as for green building design, and tenants should be required to meet industry best practices. First Nations questioned how sustainability could be supported at the same time as growth.

## 2.4 GOAL 4

### **Port activity and development provides benefits and addresses impacts to local communities and First Nations.**

Relationships, collaboration and involvement with communities and First Nations was a key theme during discussions on Goal 4, with many participants arguing that collaboration should be a stand-alone goal rather than a theme woven through all four goals. Greater collaboration between the Port and different levels of government was seen as particularly important, especially in terms of addressing overlapping jurisdictions and mandates. Respondents and comments collected from all forums stressed the need for greater transparency in port processes and development of decision-making.

Comments from First Nations included the need to collaborate with First Nations and local communities in identifying solutions for mitigating impacts and in identifying a transparent consultation process for future port projects.



Other comments from First Nations requested that First Nations be identified separately from local communities and stakeholders as they have constitutionally protected rights. Some First Nations requested a separate goal specifically related to First Nations, and others requested that First Nations received more representation throughout the entire plan.

Feedback focused on impacts to the community arising from port and related activity such as congestion, noise, and pollution. "Cumulative impacts" were a concern, as well as the question of whether such impacts could ever be properly measured or mitigated. First Nations expressed concern about the project-by-project approach to assessing impacts, and instead stated that cumulative impacts of all port-activities should be addressed in the plan. However, some participants recognized the importance of the jobs the Port brings to the local economy, and there was a call for better education and awareness around the economic benefits.

Participants called for stronger links between economic, environmental, and social elements of sustainability, especially around complex issues such as sea level rise, sustainable growth, and the ALR. In addition, they called for strong monitoring and implementation of the policies and objectives, once finalized. Issues which were important to the river community, such as dredging, needed to be better addressed in the plan.

A number of feedback form respondents felt that Goal 4 should be more aspirational and less of a "statement." Suggestions were provided on how to rephrase the goal, using stronger and more decisive language.

Objective 4.1, "Generate local economic benefits through the use and development of port lands and waters," was supported by most respondents. However, there was some concern that implementation would have environmental repercussions, with economic growth taking place at the expense of social and ecological health. Some respondents indicated that they wanted full-cost accounting of the economic benefits of projects to determine whether they truly outweighed the social and environmental impacts. There was also a desire for First Nations and community rights to be more explicitly discussed. Within the policy directions, respondents favoured 4.1.1 for its focus on economic opportunities for the local community, and they also urged PMV to expand the community benefits program, identified in 4.1.4, and elaborate on the economic benefits to First Nations.

There was strong support for Objective 4.2, "Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities." Respondents brought up concerns about conflicting recreational uses, such as private docks impeding public beach access and the needs of recreational vessels. First Nations expressed concern about impacts to the shoreline and sensitive habitats. Policy direction 4.2.3, "Manage private recreational dock development in a manner that supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities," garnered a considerable amount of feedback, as many people felt that private docks were a significant impediment to the public use and enjoyment of the foreshore, and that the proliferation of docks should be addressed. Respondents felt that consultation and engagement should be a key component of Objective 4.3, "Address the Impacts from port operations and development on local communities and First Nations." They emphasized the need for more community input and more transparent and accountable decision-making. First Nations requested greater transparency in the Port's consultation process, and that Aboriginal rights and title should be protected through an additional policy. There was concern about how port expansion would impact the local community, as well as a lack of clarity on how the Port would implement this objective. Some suggested that the word "address" should be changed to "minimize", and that the objective should also include the impacts of port-related operations.

Respondents focused their input on Policy 4.3.5, "When acquiring new lands, commence a consultation process within a reasonable timeframe to solicit input from interested and affected parties on any potential change of use to that land." They felt that more detail was needed to flesh out the policy. They suggested that the Port should communicate and consult about its intention to buy land before it is purchased, and that there should be assurances that feedback would be heard. Others argued that the Port should only acquire new lands as a last resort, while some felt that the Port should not acquire new land at all. As in other sections of the feedback form, many respondents re-iterated that the Port should not use agricultural land to support port growth.

First Nations highlighted the need for a more explicit policy on archaeology that would ensure all appropriate steps and best practices are taken, in accordance with the *Heritage Conservation Act*.



**Excerpts of Port Comments Regarding  
Port Land Use Planning And Acquisition.**

**1. Purpose**

The purpose of this section is to present relevant excerpts from Port Metro Vancouver's planning documents regarding Port land use planning and land acquisition.

**2. What is the Port Metro Vancouver Land Use Plan?**

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver. In 2011, Port Metro Vancouver completed a strategic visioning initiative called "Port 2050" which contains the following Vision: *To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.* The Port's Land Use Plan will help the Port achieve its 2050 Vision and needs for the next 15 to 20 years (e.g., 2028 - 2033).

**3. Scope of the Land Use Plan**

Port staff advise that the Land Use Plan will attempt to: (1) establish a single unified Port management system for Port land and water designations from the three former port authorities, (2) resolve inconsistencies, (3) reconcile current designations against what is actually on the ground, and (4) identify potential changes. The updated Port Land Use Plan designations are to apply to all lands and waters under the Port's jurisdiction, including the Head Lease areas. The Port advises that municipal land use designations will be key factors in preparing the Port's designations due to the interdependencies of the water with the upland.

**4. The Port's Web site "Frequently Asked Questions and Answers Section"**

The Port's Web site "Frequently Asked Questions and Answers Section" states the following:

**(1) Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?**

- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

**(2) Question: What is the Port's position on the region's industrial land supply?**

- Port Answer: The retention of a viable industrial land base in the region is critical to a strong local economy. Although the demand for industrial land in our region continues to rise, the supply of such lands is declining as it comes under increasing pressure for redevelopment to other uses that provide a more immediate return on investment. We wish to work with all other jurisdictions having authority over land use in the region to reverse this trend.

**(3) Question: Is the Land Use Plan the same as a zoning bylaw? Is it a master plan?**

- Port Answer: The Land Use Plan will be less specific than a zoning bylaw. It will identify appropriate types of uses for Port lands and water but it will not include specific development criteria such as the location of buildings or how big lots should be. The Land Use Plan is not the same as a master plan either. Where a master plan may look at the entire operations of a Port, the Land Use Plan will focus primarily on land use and related interests. Rather than designate lands for specific commodities, the Land Use Plan will identify a range of uses that would be appropriate to develop on any given parcel.

**5. Port Metro Vancouver's Phase 3 Stakeholder Workshops Discussion Guide**

The Phase 3 Stakeholder Workshops Discussion Guide (Attachment 1) comments on the Richmond portions of the Port, as follows:

**(1) Planning Area 1: Fraser River - North and Middle Arm**

- The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.
- The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

- Challenges: Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

(2) Planning Area 2: Fraser River - South Arm

- The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver. The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and shortsea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and Wallenius Wilhelmsen Logistics (WWL) in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm. In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area. This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.
- Challenges: There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited. Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas. Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

6. Discussion Guide Policy Directions:

- 1.1 Protect the industrial land base to support port and related activities into the future.
  - 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
  - 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
  - 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.
- 1.2 Optimize the use of existing port lands and waters.
  - 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
  - 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
  - 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.
- 1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.
  - 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
  - 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
  - 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

- Draft Plan policy 4.3.4 states that the Port will "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies"
- Draft Plan policy 5.1.4 states "Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan."

Prepared By  
Policy Planning  
City of Richmond





# City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca

July 3, 2012  
File: 01-0140-20-PMVA1/2012-Vol 01

Planning and Development Department  
Fax: 604-276-4222

Peter Xotta  
Vice-President, Planning & Operations  
Port Metro Vancouver  
100 The Pointe, 999 Canada Place  
Vancouver, BC V6C 3T4

Dear Mr. Xotta:

## **Re: Proposed Port Metro Vancouver Land Use Plan and Implications to Richmond**

The purpose of this letter is to summarize Richmond's key comments in response to the Proposed Land Use Plan of Port Metro Vancouver (PMV). These comments were previously expressed to PMV staff at the April 16, 2012 Richmond General Purposes Committee meeting, various senior staff meetings between the two agencies over last year and more recently, by Richmond staff at the PMV's Phase 1 Spring 2012 Land Use Plan Stakeholder Workshops and Public Open Houses.

Firstly, we would like to thank you for consulting with Richmond as the PMV updates its Land Use Plan. We understand that the PMV's current Land Use Plan is a compilation of the land use plans of the previous three ports which were amalgamated in 2008 and that this will be the first amalgamated Port Land Use Plan.

As the PMV's Land Use Plan would have significant implications to Richmond, especially in land use and transportation, we reiterate our key issues as outlined below:

### 1. Intrusion into Agricultural Land

As clearly stated by Council at the Richmond General Purposes Committee and staff, expanding Port facilities into the Provincial Agricultural Land Reserve (ALR), or on City Official Community Plan designated and agriculturally zoned land is of grave concern to the City of Richmond. As such, Richmond strongly opposes any further PMV's property acquisitions similar to the Gilmore Land purchase which may convert agricultural lands to port industrial uses in the future. This agricultural land intrusion is fundamentally contrary to the City's long term land use vision as agricultural lands are limited and necessary for sustainable agricultural food production and security which cannot be replaced. If and when Port expansion in Richmond is necessary, PMV should seriously consider expansion only to other existing industrial zoned lands adjacent to the Fraser Richmond site while preserving the existing adjacent agricultural properties (including the Gilmore Lands) for agricultural purposes.

2. Implications of PMV's Expansion Plan on Richmond's Infrastructure

Richmond requests that PMV continues to work closely with the City regarding its port expansion plans. This is important as the City's land use and transportation plans do not account for the increased Port industrial footprints and related infrastructure. Hence, any gaps in meeting the infrastructural needs, including funding, to support PMV's growth must be jointly identified early on in the planning stages. As PMV is not required to pay Development Cost Charges like other developers and Richmond has limited resources to fund the necessary local infrastructure improvements, this funding issue must be addressed by the Port so the City will not bear the financial burden of the upgrades.

3. PMV's Deltaport Expansion Truck Impact Study

Since February 2012, Richmond has repeatedly requested a copy of the truck impact study undertaken as part of PMV's Deltaport Container Capacity Improvement Program. The findings of this study will provide valuable information to the City in undertaking the future transportation improvements for goods movement in the area of the PMV's properties in Richmond. Information from this study can also be used for the current planning work on the George Massey Tunnel and Steveston Interchange by the Ministry of Transportation and Infrastructure. Please advise when Richmond will be provided with a copy of such study.

4. Continued Coordinated Port and City Planning

Richmond continues to request continued and meaningful consultation into 2013 with the PMV as it prepares its Plan. Through this collaborative process, Richmond would like to explore ideas to achieve mutually acceptable solutions (e.g., recent joint partnership in the Nelson Road Interchange project) to meet our respective land use and transportation objectives. This approach is necessary to avoid unilateral decisions made by one party that may significantly affect the other.

We look forward to your cooperation in addressing the key issues of Richmond as noted above. If you have any questions or wish to discuss this matter further, please contact me at 604-276-4214.

Yours truly,



Joe Erceg, MCIP  
*General Manager, Planning & Development*

pc: Mayor and Councillors  
TAG  
Brian Jackson, Director, Development Applications  
Victor Wei, Director, Transportation  
Terry Crowe, Manager Policy Planning



City of  
Richmond

Malcolm D. Brodie  
Mayor

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
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Fax No: 604-276-4332  
www.richmond.ca

0140-20-PMV:11

October 25, 2012

The Honourable Denis Lebel  
Minister of Transport, Infrastructure and Communities  
House of Commons  
Ottawa, Ontario K1A 0A6

Dear Minister Lebel:

Re: Port Metro Vancouver's Land Use Planning & YVR's Proposed Shopping Mall

This is to advise that at its Regular Council meeting held on October 22, 2012, Richmond City Council announced the following resolution:


- (1) *That the Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities be:*
  - (a) *requested to ask the Federal Government to formally intervene to stop Port Metro Vancouver from using ALR land for Port expansion purposes;*
- (2) *That City ask the Province (e.g., BC Minister of Agriculture, Agricultural Land Commission) and Metro Vancouver to support the above intervention in 1(a).*

Richmond City Council is very concerned that Port Metro Vancouver will continue to expand on Agricultural Land Reserve (ALR) lands. These lands are to be protected by the Province of British Columbia and the City of Richmond for long-term agricultural use and not for Port expansion. The Port has already purchased 200 acres of ALR lands north of its current Fraser Richmond site for future Port expansion. Richmond City Council continues to strongly object to this acquisition and wishes that the Port would permanently return the lands to its former agricultural use through a sale to the farming community. Also, there are clear alternatives for Port Metro Vancouver to expand on non-ALR lands. Furthermore, the recent 2040 Metro Vancouver Regional Growth Strategy encourages Port Metro Vancouver to expand within the urban footprint and not on ALR lands, as does the City's proposed 2041 Official Community Plan.



Richmond City Council would appreciate any effort that you could undertake to stop Port Metro Vancouver from utilizing ALR lands for Port expansion.

Yours truly,



Malcolm D. Brodie  
Mayor



# City of Richmond

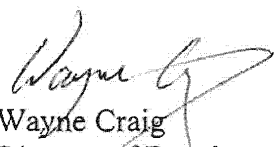
## Report to Committee Planning and Development Department

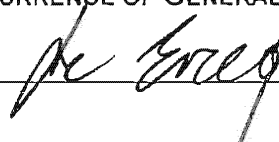
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** July 8, 2013  
**File:** RZ-12-619503  
**Re:** **Application by Sandhill Homes Ltd. for Rezoning at 9080 No. 3 Road from Assembly (ASY) to Medium Density Townhouses (RTM2)**

---

### Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1, be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9043, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
EL:blg  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	



## Staff Report

### Origin

Sandhill Homes Ltd. has applied to the City of Richmond for permission to rezone 9080 No. 3 Road (**Attachment A**) in order to permit the development of 12 townhouse units with vehicle access from 9100 No. 3 Road. The original proposal was to rezone the subject site from Assembly (ASY) to Low Density Townhouses (RTL4). A Report to Committee (**Attachment B**) was taken to Planning Committee on May 22, 2013. In response to the referral motion carried at the Planning Committee meeting, the applicant has revised the proposal to rezone the subject site from Assembly (ASY) to Medium Density Townhouses (RTM2). A revised preliminary site plan is contained in **Attachment C**.

### Background

The following referral motion was carried at the May 22, 2013 Planning Committee meeting:

- “(1) That the Application by Sandhill Homes Ltd. for rezoning at 9080 No. 3 Road from Assembly (ASY) to Low Density Townhouses (RTL4) be referred back to staff to examine the issue of green space; and*
- (2) That staff examine in general:*
  - (a) the question of repayment of taxes to the City if a permissive tax exemption was granted; and*
  - (b) any other principles that may be applied to such applications.”*

This supplemental report is being brought forward now to provide a summary of revisions made to the site plan, history of permissive tax exemption on the subject site, and a discussion on amenity contributions.

### Findings of Fact

Please refer to the attached updated Development Application Data Sheet (**Attachment D**) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated May 10, 2013 (**Attachment B**) for information pertaining to related City's policies and studies, pre-Planning Committee public input and responses, as well as staff comments on tree retention and replacement, site servicing and frontage improvements, vehicle access, and covenants and easements currently registered on Title.

### Changes Proposed on Site Planning Relating to Green Space

As requested by the adjacent residents of the single-family homes on Rideau Drive, the proposed outdoor amenity area has been relocated to the south-east corner of the site. The setback from the proposed two-storey townhouse units to the east property line has been increased from 4.5 m to 6.36 m.

Other changes to the site plan include the relocation of a visitor parking stall and a slight shift of the internal drive aisle. These changes will be reviewed in the context of the overall detailed design of the project, including site design and landscaping at the Development Permit stage.

### **History of Permissive Tax Exemption on the Subject Site**

The consolidated Eitz Chaim Synagogue site at 8080 Francis Road was granted a tax exemption until 2004, as the Eitz Chaim Synagogue was demolished in January, 2005. After the Eitz Chaim Synagogue site was subdivided into two (2) lots in 2005 to facilitate the townhouse development at 8080 Francis Road, the remnant parcel (i.e., the subject site at 9080 No. 3 Road) has become taxable and has been taxed at a “Seasonal/Recreational” (Class 08) rate. This class includes all churches, recreational use land, and non-profit organization’s land, etc.

The total payable property tax is based on assessed value of the property and the assessment classification. The property taxes paid per square foot of land are comparable between the Assembly land and the Single-Family Residential land, due to the fact that, while the assessed value of an Assembly site is less than the value of the residential property, the tax rate for Assembly properties (i.e. Class 08) is higher than the rate for Residential properties (i.e. Class 01). Upon submission of the rezoning application, BC Assessment was advised that the subject site at 9080 No. 3 Road is a potential redevelopment site and should be taxed at a “Residential” (Class 01) rate.

Since no permissive tax exemption has been granted to the subject site since it was created in 2005, no repayment of taxes is warranted.

### **Amenity Contributions – Conversion of Community Institutional Land**

Based on Council’s May 24, 2011 revised “Community Institutional” Assemble Use Policy and the 2041 Official Community Plan (OCP), no community benefits were sought as part of the proposed conversion of Assembly lands. Without clear policy direction on other principles that may be applied to such applications, staff worked with the applicant to respond to Planning Committee’s concern regarding the lack of additional amenity contributions when redesignating Assembly lands for the purpose of redevelopment. The developer advised that the purchase agreement for the subject site was negotiated and agreed to based on the above Policy and OCP, and that there is no room in their pro forma to provide additional contributions based on the density at 0.6 Floor Area Ratio (FAR). However, the developer has agreed to provide an additional voluntarily contribution in the amount of \$35,000 to the City’s Affordable Housing Fund Reserve in exchange for a modest density increase of 0.05 FAR.

### **Options**

Two (2) options are appropriate to proceed with this application:

*Option 1: Approve the proposed rezoning to Low Density Townhouses (RTL4) with no additional amenity contribution.*

This option complies with the Council’s May 24, 2011 Revised “Community Institutional” Assemble Use Policy and the 2041 Official Community Plan (OCP), but does not address Planning Committee’s concerns discussed at the May 22, 2013 Planning Committee meeting.

*Option 2: Approve the proposed rezoning to Medium Density Townhouses (RTM2) with an additional amenity contribution in the amount of \$35,000. (Recommended)*

This option addresses Planning Committee's concerns regarding the lack of amenity contributions when redesignating lands from Assembly use to other OCP designations for the purpose of redevelopment. By allowing a higher density at 0.65 FAR (instead of 0.6 FAR), the developer agrees to provide an additional voluntary amenity contribution, in the amount of \$35,000, to the City's Affordable Housing Fund Reserve.

The proposed zoning will be revised from "Low Density Townhouses (RTL4)" (at 0.60 FAR) to "Medium Density Townhouses (RTM2)" (at 0.65 FAR). Staff support the proposed amendment to the proposal based on the following:

- 0.65 FAR is still within the normal density range outside the City Centre.
- According to the Arterial Road Policy, additional density may be considered where additional community benefits are provided; in this case, additional Affordable Housing Contribution over and beyond the amount required in accordance to the City's Affordable Housing Strategy.
- The number of units proposed will remain at 12 units.
- The proposed height, siting, and orientation of the buildings generally remains the same as the previous plan, except that additional floor areas are to be added to the 2-storey duplex units at the southeast corner of the site, with a larger setback to the east property line.
- The subject site is located on a transit route and in proximity to local commercial.

## **Conclusion**

The site plan is revised to address the neighbouring residents' request to have a larger green/buffer area on-site between the proposed townhouse units and the existing adjacent single-family homes.

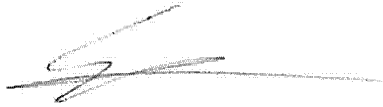
No repayment of taxes is warranted because no permissive tax exemption has been granted to the site since it was created.

An additional voluntary amenity contribution to the City's Affordable Housing Fund Reserve, in the amount of \$35,000, is to be provided by the developer for redesignating lands from Assembly use to other OCP designations for the purpose of redevelopment. The revised list of rezoning considerations is included as **Attachment E** (signed concurrence on file).

The proposed 12-unit townhouse development is consistent with the 2041 Official Community Plan (OCP) regarding the conversion of Assembly sites along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood.



Based on the above, staff recommend that the proposed Official Community Plan Amendment and rezoning of 9080 No. 3 Road to Medium Density Townhouses (RTM2) be approved.



Edwin Lee  
Planning Technician – Design  
(604-276-4121)

EL:blg

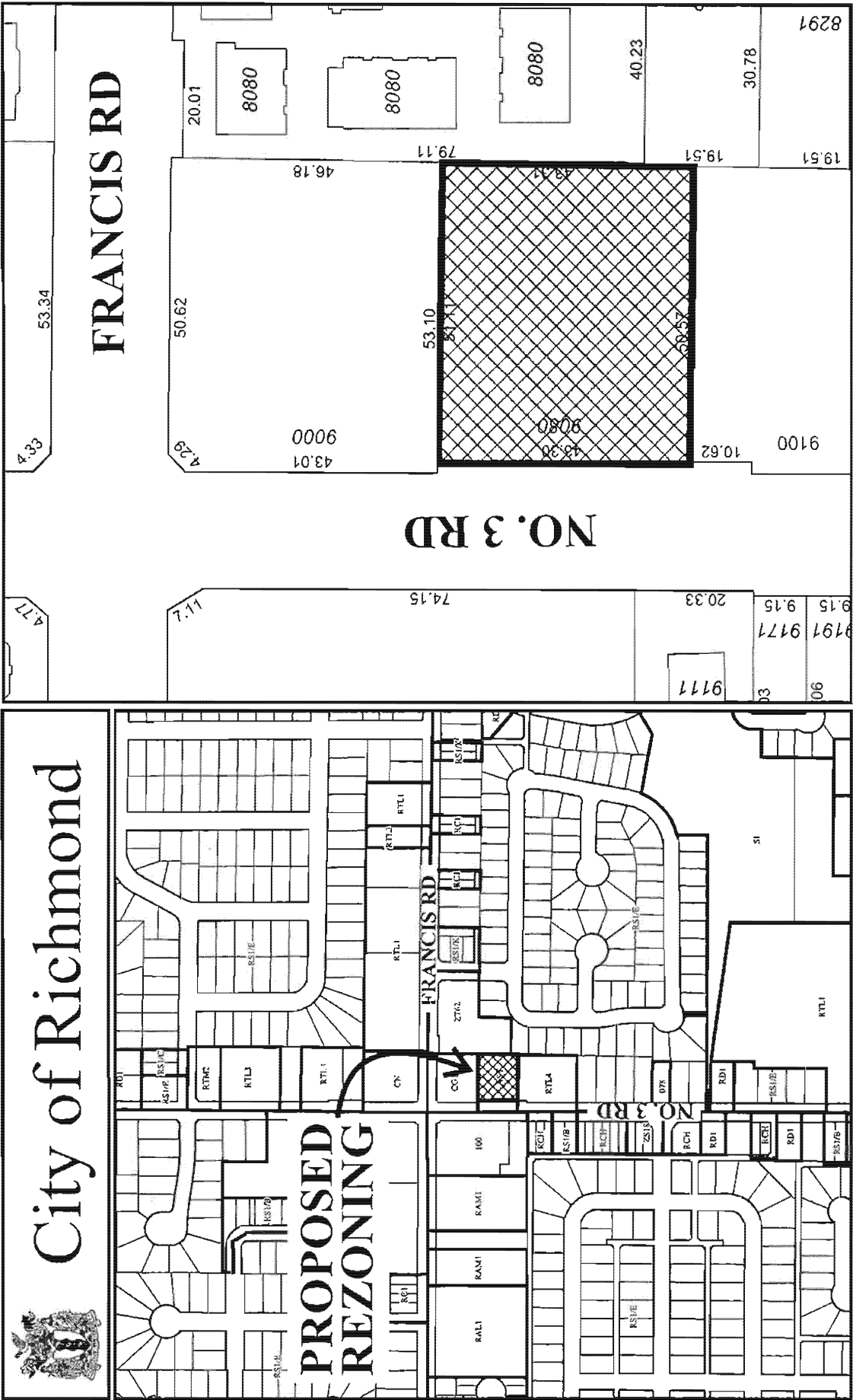
Attachment A: Location Map

Attachment B: Report to Committee dated May 10, 2013

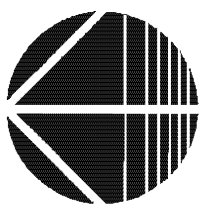
Attachment C: Revised Site Plan

Attachment D: Updated Development Application Data Sheet

Attachment E: Updated Rezoning Considerations Concurrence



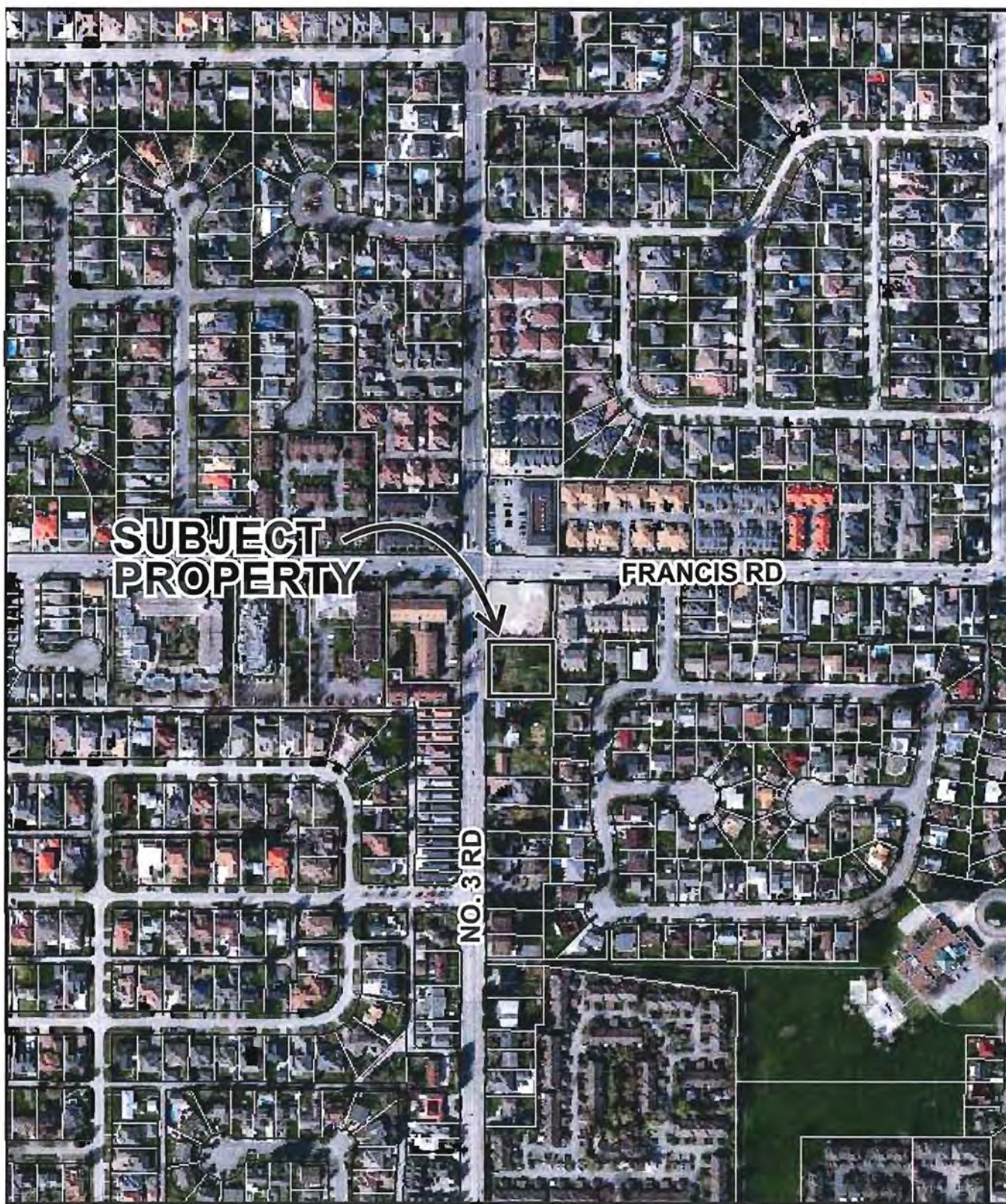
City of Richmond



RZ 12-619503

Original Date: 09/18/12  
Revision Date: 04/30/13  
Note: Dimensions are in METRES





RZ 12-619503

Original Date: 09/18/12

Amended Date: 04/25/13

Note: Dimensions are in METRES





**City of  
Richmond**

**Report to Committee**  
Planning and Development Department

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** May 10, 2013  
**File:** RZ 12-619503

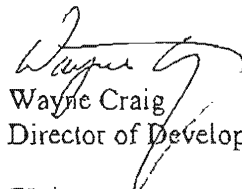
**Re:** Application by Sandhill Homes Ltd. for Rezoning at 9080 No. 3 Road from  
Assembly (ASY) to Low Density Townhouses (RTL4)

**Staff Recommendation**

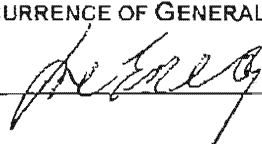
1. That Official Community Plan Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9030, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw 9031, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

EL:kt  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Sandhill Homes Ltd. has applied to the City of Richmond for permission to rezone 9080 No. 3 Road (**Attachment 1**) from Assembly (ASY) to Low Density Townhouses (RTL4) in order to permit the development of 12 townhouse units with vehicle access from 9100 No. 3 Road. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

### Surrounding Development

- To the North: A vacant site zoned Gas and Service Stations (CG1) at the corner of Francis Road and No. 3 Road.
- To the East: Existing 28 unit three-storey townhouse development to the northeast at 8080 Francis Road and single-family dwellings on lots zoned Single Detached (RS1/E) to the southeast, fronting Rideau Drive.
- To the South: Recently approved 18 unit two- to three-storey townhouse development at 9100 No. 3 Road.
- To the West: Across No. 3 Road, existing two-storey apartment buildings on lots in Land Use Contract (LUC100).

### Background

The subject site formerly contained two (2) single-family homes (9060 and 9080 No. 3 Road) in the 1980's.

On August 26, 1991, Council adopted Official Community Plan Amendment Bylaw 5683 and Zoning Amendment Bylaw 5684 to designate 9080 No. 3 Road (the original single-family parcel) and 8100 & 8120 Francis Road (presently 8080 Francis Road) "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow the Etiz Chaim Synagogue to construct and expand a modernized Synagogue at the site (REZ 90-147).

On February 17, 1992, Council adopted Official Community Plan Amendment Bylaw 5827 and Zoning Amendment Bylaw 5828 to designate 9060 No. 3 Road "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow this lot be included in the Etiz Chaim Synagogue expansion proposal (REZ 91-283).

Subsequently, 9060 & 9080 No. 3 Road and 8100 & 8120 Francis Road were consolidated into one site for Assembly purposes – 8080 Francis Road (the consolidated Synagogue site); however, the new Synagogue was never built on this Assembly site.

On January 24, 2006, Council adopted Zoning Amendment Bylaw 7860 to rezone the north-eastern portion of the consolidated Synagogue site to "Comprehensive Development District (CD/159)" (presently "Town Housing (ZT62) – Francis Road") to permit the development of 28 three-storey townhouses (RZ 03-243383). The Development Permit for the 28 unit townhouse development was issued on February 27, 2006 (DP 03-247945).

To facilitate the proposed townhouse development fronting Francis Road, the consolidated Synagogue site was subdivided into two (2) lots (SD 03-254712) in May 24, 2005:

- 8080 Francis Road - zoned "Town Housing (ZT62) – Francis Road" with a 28 unit townhouse development; and
- 9080 No. 3 Road (subject site of this report) - zoned "Assembly (ASY)", and is currently vacant.

### **Related Policies & Studies**

#### Council's May 24, 2011 Revised "Community Institutional" Assembly Use Policy

On May 24, 2011, Council approved the following policy to manage the conversion of assembly sites:

- *"Whereas applications to redesignate from "Community Institutional" to other OCP designations for the purpose of redevelopment will be entertained and brought forward via the Planning Committee for consideration, without the need to retain assembly uses. This represents a change in approach as historically redesignation of "Community Institutional" sites has been discouraged; and*
- *Whereas staff will ensure that typical development elements (e.g. access, parking, layout, tree protection, etc.) are reviewed and evaluated; and*
- *Whereas staff will negotiate typical development requirements (e.g. child care, public art, Affordable Housing Strategy requirements, servicing upgrades, etc.) but will not specifically require a "community benefit" provision; and*
- *Whereas each application will be brought forward to Planning Committee for consideration on a case by case basis as quickly as possible;*
- *THEREFORE be it resolved, that when proposals to rezone Assembly zoned land or to change the OCP designation of such land come forward, Staff and Council will each review and address such applications on a case by case basis."*

#### 2041 Official Community Plan (OCP)

The above policy has been incorporated into the 2041 OCP as follows:

Chapter 3, Section 3.2 Neighbourhood Character and Sense of Place, Objective 2: Enhance neighbourhood character and sense of place by considering community values, Policy c states:

*"applications to re-designate from "Community Institutional" to other OCP designations and to rezone Assembly zoned land for the purpose of redevelopment will be considered on a case by case basis:*

- *without the need to retain assembly uses;*



- *subject to typical development requirements (e.g., access; parking; layout; tree preservation; child care; public art; Affordable Housing Strategy requirements; servicing upgrades; etc.)."*

It is on the basis of the May 24, 2011 Council Resolution and the 2041 OCP policy that this application has been reviewed. Should Council wish to revisit the need for community benefit as part of the conversion of Institution lands, this application should be referred back to staff for further analysis.

#### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a Neighbourhood Centre (Broadmoor Shopping Centre) and within 400 m of a Commercial Service use (neighbourhood commercial establishments at the northeast corner of Francis Road and No. 3 Road). The subject site is also located adjacent to other existing and approved townhouse developments fronting Francis Road and No. 3 Road.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

#### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$28,440.00.

#### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$10,949.40.

#### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Adjacent property owners on Rideau Drive expressed opposition to the proposed residential development (**Attachment 4**). A list of public concerns is provided below, along with staff responses in *italics*:

1. Twelve (12) townhouses on the subject site would be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning. The site is ideal for health care service uses.

*Since a Development Permit is not required for institutional uses at the subject site, the City would have more control over the form and character of a multiple-family development than an institutional development at the subject site.*

*While the maximum building height in both the Assembly (ASY) and Low Density Townhouses (RTL4) zones are at 12 m (approximately three-storeys), no three-storey interface with existing single-family development is allowed under the Arterial Road Policy for townhouse development. In comparison, three-storey buildings may be built 7.5 m away from the side and rear property lines under Assembly (ASY) zoning. The developer is proposing to build a two-storey duplex with a 4.5 m setback to the east property line and an approximately 5.75 m setback to the south property line. The closest three-storey building proposed onsite will be approximately 18.5 m away from the northwest corner of the adjacent single-family lot (8311 Rideau Drive). These kinds of building height and building setbacks will be controlled through the Development Permit process.*

*Parking requirements for Assembly uses would be much higher than for residential use (10 spaces per 100 m<sup>2</sup> of gross leasable floor area of building vs. 2.2 spaces per unit). In addition, parking stalls provided on properties zoned Assembly (ASY) may be located 1.5 m to the rear and interior side lot line. While there is no provision related to parking stall setbacks in multiple-family residential developments, parking stalls located within the required yard areas are discouraged. Based on the proposed site layout, no outdoor parking stall is being proposed adjacent to the neighbouring single-family lot; and this arrangement will be controlled through the Development Permit process, as necessary.*

*While the Low Density Townhouses (RTL4) zone permits Town Housing and secondary uses that are typically allowed in Single Detached zones (e.g. Boarding and Lodging, Minor Community Care Facility, and Home Business), Assembly zone permits higher intensity uses such as Education, Private Club, and Religious Assembly as principal uses and Interment Facility and Dormitory as secondary uses.*

*Health Services is not a permitted use in the Assembly (ASY) zone.*

2. Allowing 9080 No. 3 Road to be removed from the Assembly land use designation would contravene Bylaw 7860 and Bylaw 8533.

#### Bylaw 8533

*Bylaw 8533 was a proposed Official Community Plan Amendment bylaw that has never been adopted by Council. The purpose of Bylaw 8533 was to add a new OCP policy and definition of "Community Institutional" lands, to clarify under what conditions existing religious assembly sites can be converted to other uses outside the City Centre and not in the Agricultural Land Reserve (i.e., that at least 50% of the site must be retained for religious assembly use and its onsite parking and the remainder can only be converted to built affordable subsidized rental housing, affordable low end market rental housing, residential community care facilities, and affordable congregate housing, with its own*

parking). This bylaw was never adopted because, instead, Council approved the Revised "Community Institutional" Assembly Use Policy on May 24, 2011 as discussed in the Related Policies & Studies section above. The subject proposal complies with the 2041 OCP Community Institution Policy (3.2 Objective 2c).

#### Bylaw 7860

The purposes of Zoning Amendment Bylaw 7860 were:

- a. to introduce a new multi-family residential zone entitled Comprehensive Development Zone (CD/159) (presently "Town Housing (ZT62) – Francis Road") having a maximum floor area ratio of 0.70, a maximum building height of 11 m (36 ft.) and a maximum lot coverage of 40%; and
- b. to rezone a portion of 8080 Francis Road from Assembly District (ASY) to Comprehensive Development District (CD/159), to permit development of a 28-unit three-storey multi-family complex.

It is noted that a community benefit provision was in place in the early 2000's when the consolidated Synagogue site was rezoned to permit a multiple-family development (RZ 03-243383). The community benefit provision was intended to discourage land speculation on sites that have a public benefit, like Assembly sites. As part of the rezoning application RZ 03-243383, a volunteer contribution in the amount of \$325,000 to the City Statutory Affordable Housing Fund was provided in lieu of on-site community benefits. Bylaw 7860 does not restrict future redevelopment of the remnant parcel (i.e. 9080 No. 3 Road).

3. Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 No. 3 Road remain as Assembly. Residents concern that the needed assembly land will be lost as a result of this application.

Staff reviewed the Planning Committee Meeting Minutes and the Public Hearing Minutes related to the Eitz Chaim Rezoning Application RZ 03-243383 (Bylaw 7860) but could not find any related reference that Council requested the remnant parcel of the consolidated Synagogue site be retained for Assembly use perpetually. No related covenant is registered on title.

4. What Community benefit is derived by losing scarce Assembly land by allowing 12 town homes to be built?

As per City policies, the proposal will provide the following community benefits:

- \$28,440.00 to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy;
- \$10,949.40 to the City's Public Art fund in accordance to the City's Public Art Program;
- \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No. 3 Road/Francis Road intersection;
- A total of \$49,000.00 in-lieu of on-site indoor amenity space; and
- Servicing Agreement for frontage improvements.



5. There is no guarantee that vehicle access to this site through the adjacent townhouse development would be permitted by the future strata council at 9100 No. 3 Road.

*A Public Rights-of-Passage (PROP) statutory rights-of-way (ROW) over the internal drive aisle of the proposed townhouse development at 9100 No. 3 Road, allowing access to/from the future townhouse development sites at 9080 No. 3 Road, has been secured as part of the Rezoning application of 9100 No. 3 Road.*

## **Staff Comments**

### Trees Retention and Replacement

#### *Tree Removal*

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 14 on-site trees and one (1) off-site tree were identified and assessed (see Tree Preservation Plan in **Attachment 5**).

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 11 onsite trees as they all have either existing structural defects (previously topped, upper canopy cavities, co-dominant branches with inclusions), exhibit visible stem decay, or are in decline.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 16 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. Staff will also work with the landscape architect to explore additional tree planting opportunities at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$3,000 to the City's Tree Compensation Fund in lieu of planting the remaining six (6) replacement trees should they not be accommodated on the site.

#### *Tree Protection*

The developer is proposing to retain and protect three (3) onsite trees located along the east property line and one (1) offsite tree along the north property line. Tree protection fencing is required to be installed as per the arborist's recommendations prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the three (3) protected onsite trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be

retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.

#### Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required but site analysis will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in Attachment 6).

Prior to final adoption, the developer is required to provide a \$5,000 contribution to the Accessible Pedestrian Signals (APS) upgrade at the No. 3 Road/Francis Road intersection and to enter into a standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removing the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, installation of a grass and treed boulevard between the sidewalk and the curb, and extension of existing Street Lighting from the south property line to the north property line of the site along No. 3 Road.

#### Vehicle Access

Sole vehicular access to this new townhouse project is to be from No. 3 Road through the existing Public Right of Passage Statutory Right of Way (CA 2872307 and EPP22896) on the adjacent property (9100 No. 3 Road) only. No direct vehicular access is permitted to No. 3 Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9100 No. 3 Road (RZ 11-577561) were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Statutory Right of Way on 9100 No. 3 Road will be required prior to final adoption of the rezoning bylaw.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$12,000 as per the Official Community Plan (OCP) and Council Policy.

#### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

#### Discharge of Covenants

Two (2) covenants (Covenant BE214259 and Covenant BE214260) were registered on title of the subject property concurrently on August 30, 1991 as a result of the Rezoning application (RZ 90-147) to rezone 8100/8120 Francis Road and 9080 No. 3 Road to Assembly (ASY) zone. The property at that time consisted of a single lot with access on both No. 3 Road and Francis Road. This parcel was subdivided in 2005 into two (2) lots: 8080 Francis Road (Lot 1) and 9080 No. 3 Road (Lot 2).

- Covenant BE214259 requiring access from Francis Road only makes sense when considered in the context of a single parcel of land. Following the subdivision in 2005, there was no longer any access for 9080 No. 3 Road onto Francis Road.
- Covenant BE214260 requiring a child care facility be provided on site if the lands are to be used as a site of a synagogue, social hall and school. This requirement for a child care facility would apply only if a synagogue was constructed on the site. The covenant does not indicate that the property is reserved for institutional use.

Since these two (2) covenants are no longer appropriate and needed for the proposed development, the applicant may request to discharge the covenants and dispense with the restrictions/requirements at the applicant's sole cost.

#### Release of Easement

An Easement with Section 219 Covenant (BX297160 and BX297161) were registered on title of the subject property concurrently on December 12, 2005 as a result of the Development Applications (RZ 03-243383 & DP 03-247945) to permit the construction of 28 three-storey townhouses at 8080 Francis Road. To address the indoor amenity requirement, the developer of 8080 Francis Road secured permission to use the meeting space (a minimum of 70 m<sup>2</sup>) within the future congregation building on 9080 No. 3 Road by the townhouse residents.

Based on this legal obligation, an indoor amenity space is required to be provided on site for the benefit of the townhouse owners of 8080 Francis Road. However, the developers of the subject Rezoning application advised that they have reached an agreement with the Strata Council of 8080 Francis Road to release this easement and that no indoor amenity space will be provided on site. The developers of the subject site and the Strata Council of 8080 Francis Road have been advised that all 28 owners of the strata at 8080 Francis Road are required to sign off the release of easement and discharge of covenant; these documents cannot be released or discharged by majority vote.

The release of easement with Section 219 Covenant (BX297160 and BX297161) must be completed prior to the future Development Permit application for the subject proposal being forwarded to Development Permit Panel for review; otherwise, an indoor amenity space (minimum 70 m<sup>2</sup>) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

Since no indoor amenity space or cash-in-lieu were provided as part of the townhouse development at 8080 Francis Road, as a condition to City's agreement to discharge the related Section 219 Covenant, a contribution in-lieu of on-site indoor amenity space at 8080 Francis Road in the amount of \$37,000 is required to be provided prior to final adoption of this rezoning application. This contribution amount is calculated based on Council Policy 5041 *Cash In Lieu of Indoor Amenity Space*, which was adopted on December 15, 2003.



## Analysis

### Official Community Plan (OCP) Compliance

The proposed development is consistent with the 2041 OCP Community Institution Policy (Section 3.2 Objective 2c) and the Development Permit Guidelines for arterial road townhouse developments. The proposed height, siting and orientation of the buildings respect the massing of the existing and recently approved townhouse developments to the east and south respectively, as well as to the existing single-family homes to the southeast. The three-storey building proposed at the northeast corner of the site (adjacent to the vacant gas/service station site to the north) complement the existing three-storey townhouse development to the east. The end units of the street fronting buildings are stepped down to two-storeys at the side yard to provide a better side yard interface with the adjacent developments. The southeast building located adjacent to the neighbouring single-family home has been limited to two-storeys to minimize overlooking opportunity. The building height and massing will be controlled through the Development Permit process.

### Development Potential of 9000 No. 3 Road

Located to the north of the subject site at 9000 No. 3 Road is a vacant, former gas/service station site. The site is designated "Commercial" in the Official Community Plan (Attachment I to Schedule 1 of Bylaw 9000), which is intended for principal uses such as retail, restaurant, office, business, personal service, art, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. The site is zoned "Gas & Service Station (CG1)"; a Rezoning application will be required for any proposed uses other than gas/service station.

As part of the 2041 OCP Update, the City undertook an Employment Lands Strategy. This Strategy concluded that Central Richmond would need all of its Commercial lands to serve the area's population growth and employment needs. Therefore, City staff have taken the position on a number of land use enquiries regarding 9000 No. 3 Road and similar vacant gas/service station sites that they should not be redeveloped for purely residential purposes. In other words, the current Commercial designation would either be retained or perhaps be replaced with a Mixed Use designation (e.g., commercial on the ground floor and residential or office space above).

### Requested Variances

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m.

*Staff supports the proposed variances since the subject site is an orphan lot located between a vacant gas/service station site and a recently approved multiple-family development. This development could be considered as an extension of the adjacent townhouse development to the south as sole vehicle access is to be through this adjacent site.*

2. Reduce the front yard setback from 6.0 m to 5.15 m on the ground floor and to 4.85 m on the second floor of the southernmost unit in Building No. 4.

*These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.*

3. Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and to allow a total of four (4) small car parking spaces in four (4) two-storey townhouse units.

*Staff supports the proposed variances since the proposal was submitted prior to the new direction on tandem parking arrangements was given and the related bylaw amendment was approved by Council in March 2013.*

*Prior to March 2013, staff typically supports variances related to tandem parking arrangements on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout. In order to address recent concerns related to the potential impact on street parking, the developer is proposing to provide an additional visitor parking stalls on site.*

*At present, no stopping is permitted on both sides of No. 3 Road and no parking is permitted on Francis Road in front of the adjacent vacant gas/service station site. An additional visitor parking stalls on site should alleviate the demand of street parking from the visitors of the proposed development and minimize impact to the neighbouring single-family neighbourhood. Transportation Division staff have reviewed the proposal and have no concerns. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.*

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9080 No. 3 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space.
- Adequate size and access to private outdoor space for each unit.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

- Provision of a buffer area between the proposed townhouse buildings and the adjacent single-family homes.

Additional issues may be identified as part of the Development Permit application review process.

#### **Financial Impact or Economic Impact**

None.

#### **Conclusion**

The proposed 12-unit townhouse development is consistent with the 2041 Official Community Plan (OCP) regarding the conversion of Assembly sites along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed Official Community Plan Amendment and Rezoning be approved.

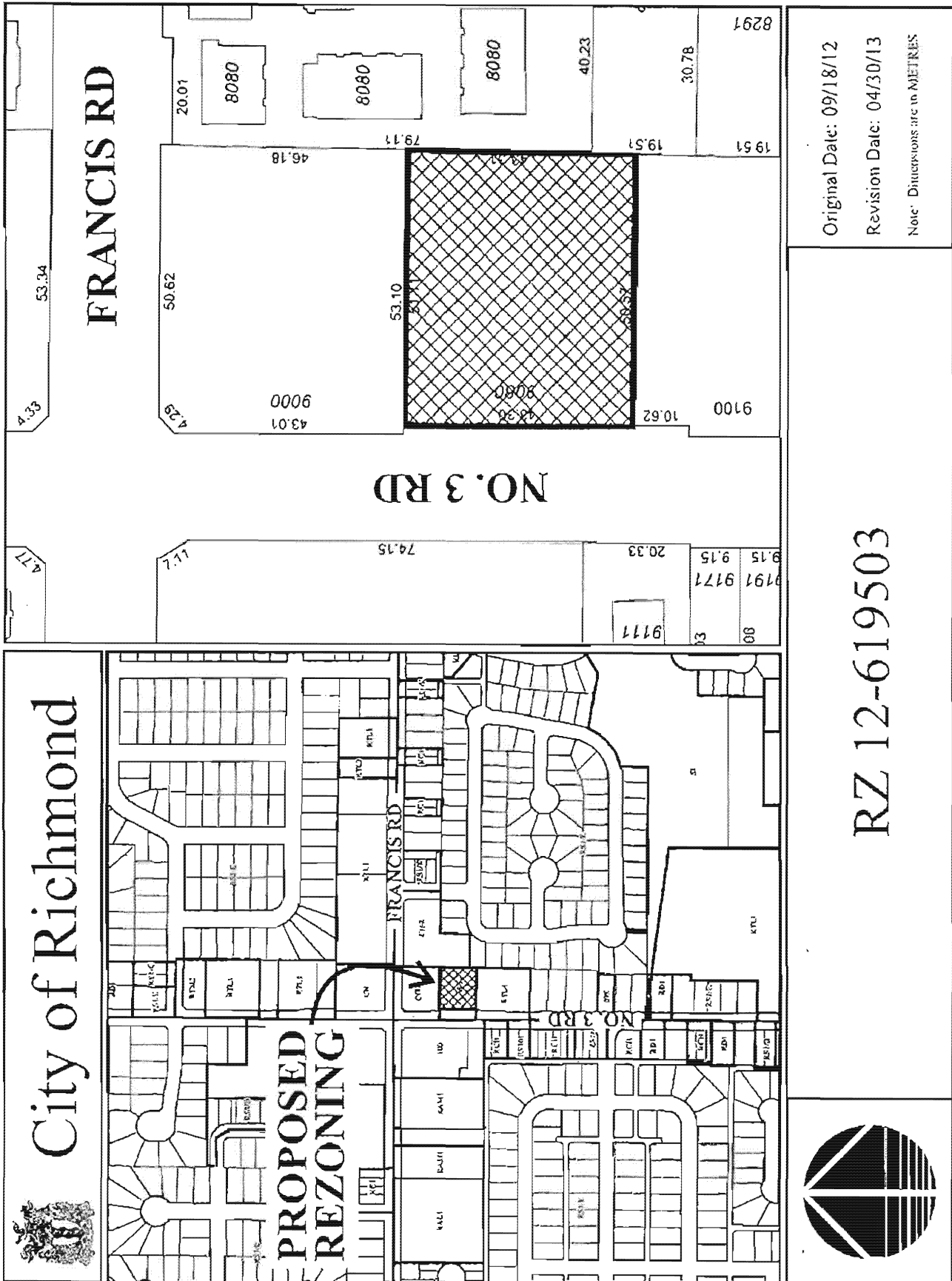


Edwin Lee  
Planning Technician - Design

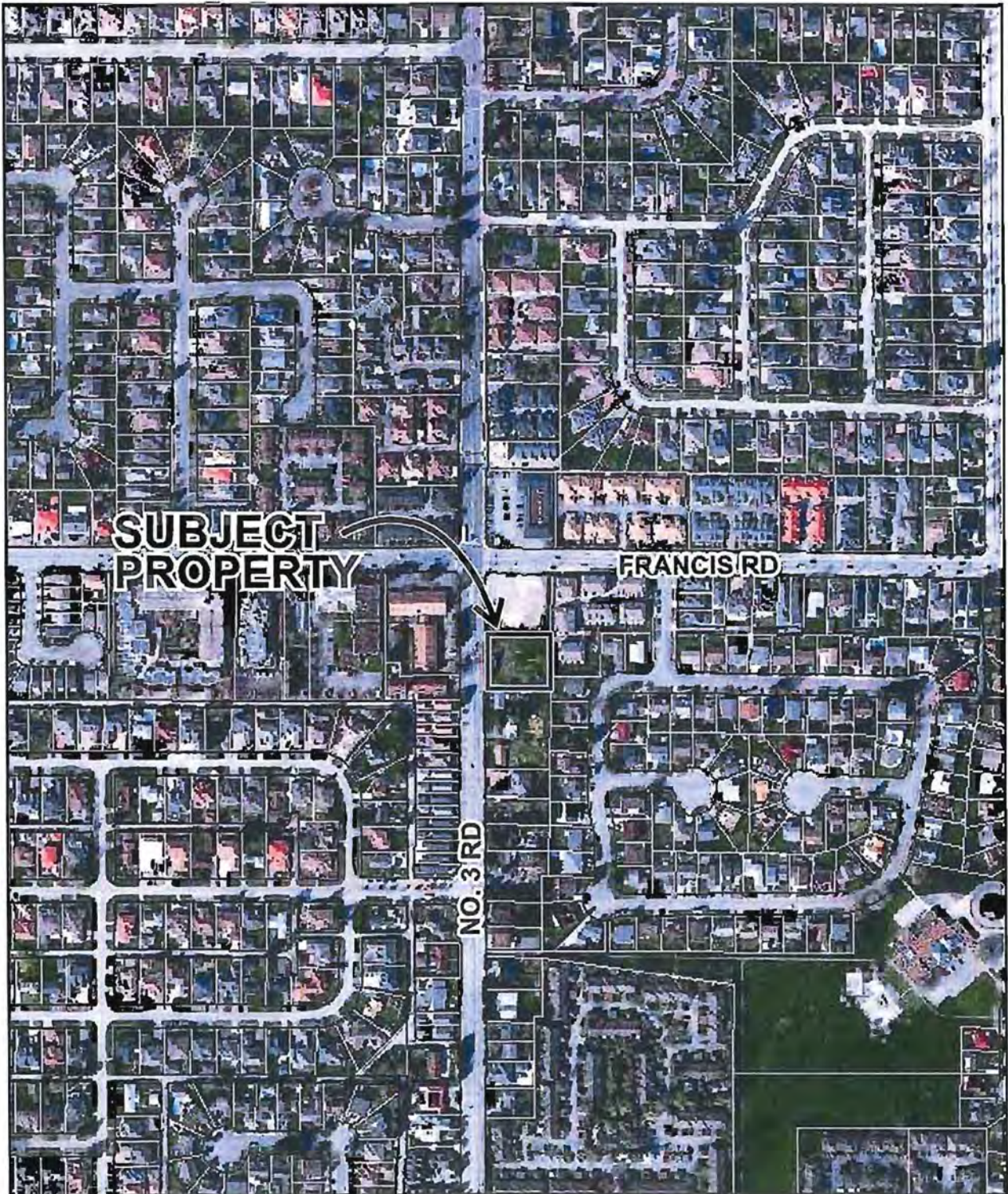
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- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Tree Preservation Plan
- Attachment 6: Rezoning Considerations Concurrence









RZ 12-619503

Original Date: 09/18/12

Amended Date: 04/25/13

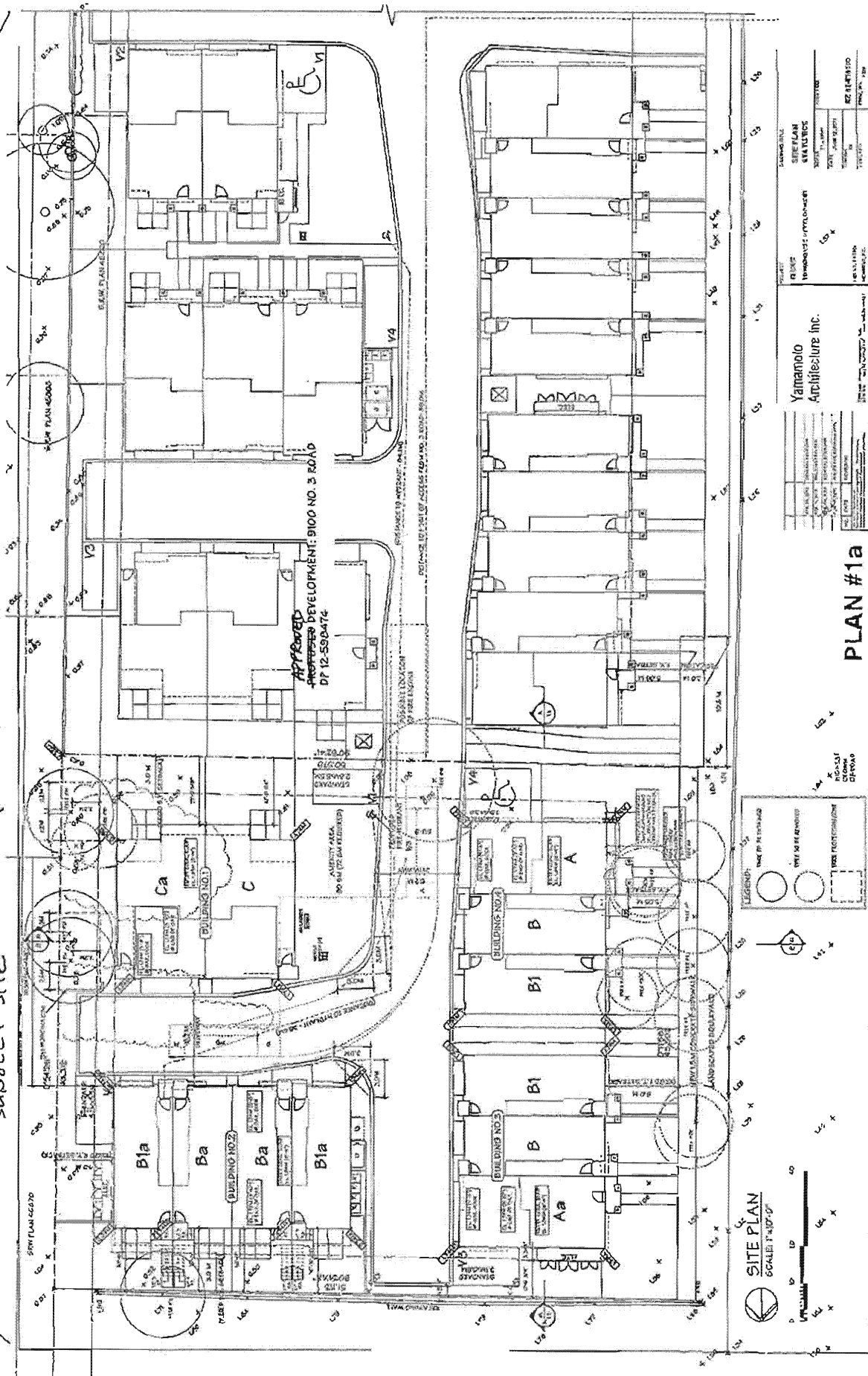
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9080 NO. 3 ROAD

9100 NO. 3 ROAD

SUBJECT SITE

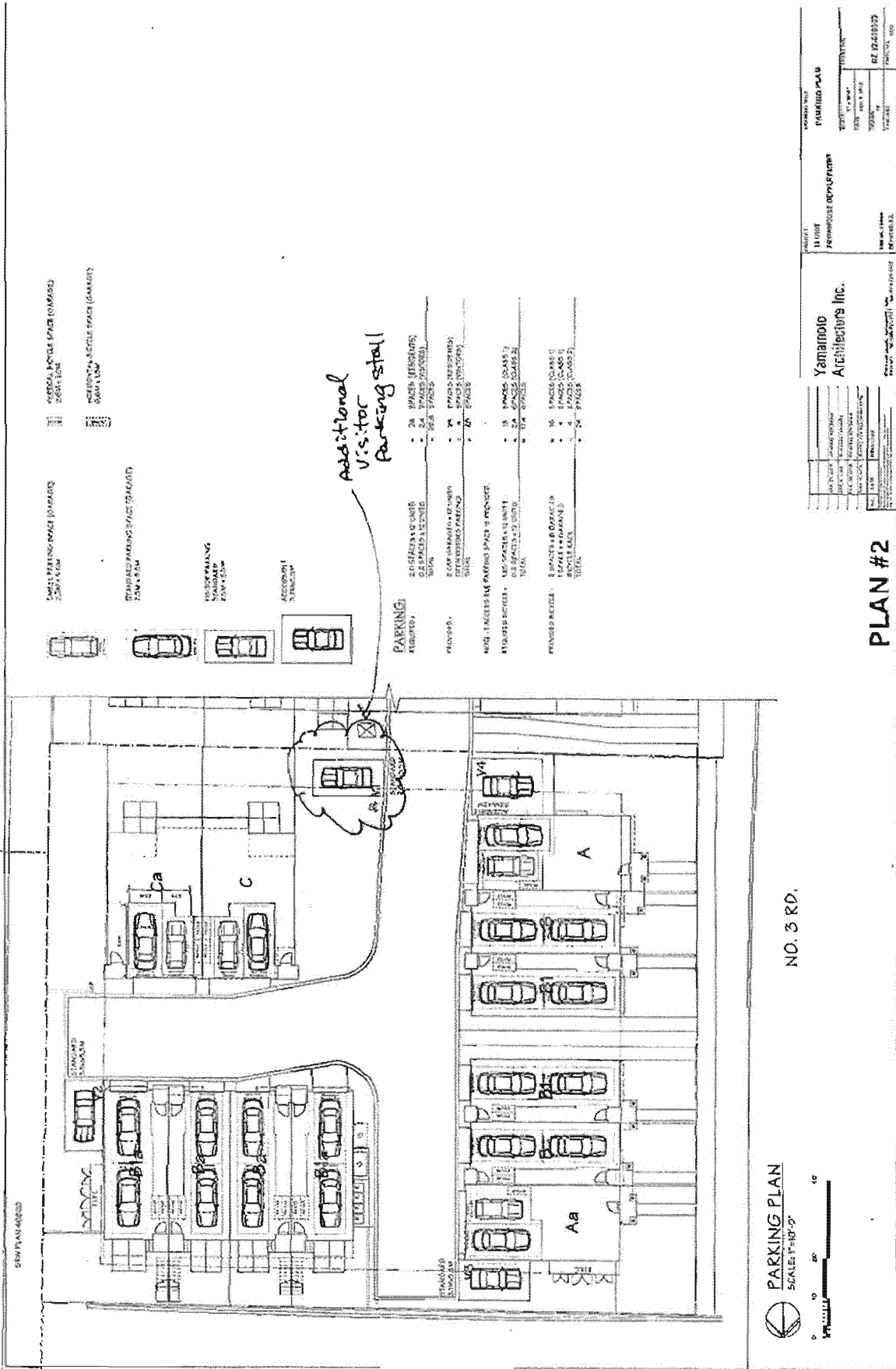


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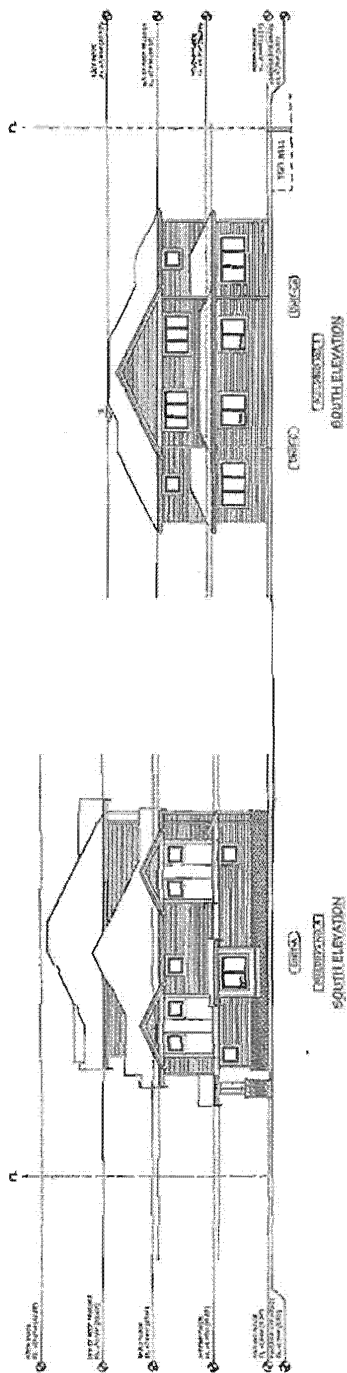












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 228. **DATE**  
 229. **TIME**  
 230. **PLACE**  
 231. **REMARKS**  
 232. **SIGNATURE**  
 233. **DATE**  
 234. **TIME**  
 235. **PLACE**  
 236. **REMARKS**  
 237. **SIGNATURE**  
 238. **DATE**  
 239. **TIME**  
 240. **PLACE**  
 241. **REMARKS**  
 242. **SIGNATURE**  
 243. **DATE**  
 244. **TIME**  
 245. **PLACE**  
 246. **REMARKS**  
 247. **SIGNATURE**  
 248. **DATE**  
 249. **TIME**  
 250. **PLACE**  
 251. **REMARKS**  
 252. **SIGNATURE**  
 253. **DATE**

•  
Kilgus, J. A. 1992. *Journal of Applied Behavior Analysis* 25: 101-102.

Yamamoto  
Architecture Inc.

[illegible]

DATE	10/10/19	BY	10/10/19
TIME	10:10	TIME	10:10
LOCATION	10:10	LOCATION	10:10
REMARKS	10:10	REMARKS	10:10

PLAN #5

Professional Seal  
 State of Florida  
 License No. 12345  
 Exp. Date 12/31/2024

**pmg**  
 PROJECT MANAGEMENT GROUP  
 12345 Main St.  
 Suite 100  
 Miami, FL 33101  
 P: 305.123.4567 F: 305.765.4321

104



PLANT SCHEDULE	PLANT SPECIFICATIONS	PLANT QUANTITIES	PLANT NOTES
1. PALM TREES	1.1 COCONUT PALM (COPROBATA LAMARCA)	100	1.1.1 10' TALL
2. SHRUBS	2.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	2.1.1 6' TALL
3. FLOWERING SHRUBS	3.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	3.1.1 6' TALL
4. TREES	4.1 COCONUT PALM (COPROBATA LAMARCA)	100	4.1.1 10' TALL
5. PALM TREES	5.1 COCONUT PALM (COPROBATA LAMARCA)	100	5.1.1 10' TALL
6. SHRUBS	6.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	6.1.1 6' TALL
7. FLOWERING SHRUBS	7.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	7.1.1 6' TALL
8. TREES	8.1 COCONUT PALM (COPROBATA LAMARCA)	100	8.1.1 10' TALL
9. PALM TREES	9.1 COCONUT PALM (COPROBATA LAMARCA)	100	9.1.1 10' TALL
10. SHRUBS	10.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	10.1.1 6' TALL
11. FLOWERING SHRUBS	11.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	11.1.1 6' TALL
12. TREES	12.1 COCONUT PALM (COPROBATA LAMARCA)	100	12.1.1 10' TALL
13. PALM TREES	13.1 COCONUT PALM (COPROBATA LAMARCA)	100	13.1.1 10' TALL
14. SHRUBS	14.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	14.1.1 6' TALL
15. FLOWERING SHRUBS	15.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	15.1.1 6' TALL
16. TREES	16.1 COCONUT PALM (COPROBATA LAMARCA)	100	16.1.1 10' TALL
17. PALM TREES	17.1 COCONUT PALM (COPROBATA LAMARCA)	100	17.1.1 10' TALL
18. SHRUBS	18.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	18.1.1 6' TALL
19. FLOWERING SHRUBS	19.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	19.1.1 6' TALL
20. TREES	20.1 COCONUT PALM (COPROBATA LAMARCA)	100	20.1.1 10' TALL
21. PALM TREES	21.1 COCONUT PALM (COPROBATA LAMARCA)	100	21.1.1 10' TALL
22. SHRUBS	22.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	22.1.1 6' TALL
23. FLOWERING SHRUBS	23.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	23.1.1 6' TALL
24. TREES	24.1 COCONUT PALM (COPROBATA LAMARCA)	100	24.1.1 10' TALL
25. PALM TREES	25.1 COCONUT PALM (COPROBATA LAMARCA)	100	25.1.1 10' TALL
26. SHRUBS	26.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	26.1.1 6' TALL
27. FLOWERING SHRUBS	27.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	27.1.1 6' TALL
28. TREES	28.1 COCONUT PALM (COPROBATA LAMARCA)	100	28.1.1 10' TALL
29. PALM TREES	29.1 COCONUT PALM (COPROBATA LAMARCA)	100	29.1.1 10' TALL
30. SHRUBS	30.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	30.1.1 6' TALL
31. FLOWERING SHRUBS	31.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	31.1.1 6' TALL
32. TREES	32.1 COCONUT PALM (COPROBATA LAMARCA)	100	32.1.1 10' TALL
33. PALM TREES	33.1 COCONUT PALM (COPROBATA LAMARCA)	100	33.1.1 10' TALL
34. SHRUBS	34.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	34.1.1 6' TALL
35. FLOWERING SHRUBS	35.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	35.1.1 6' TALL
36. TREES	36.1 COCONUT PALM (COPROBATA LAMARCA)	100	36.1.1 10' TALL
37. PALM TREES	37.1 COCONUT PALM (COPROBATA LAMARCA)	100	37.1.1 10' TALL
38. SHRUBS	38.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	38.1.1 6' TALL
39. FLOWERING SHRUBS	39.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	39.1.1 6' TALL
40. TREES	40.1 COCONUT PALM (COPROBATA LAMARCA)	100	40.1.1 10' TALL
41. PALM TREES	41.1 COCONUT PALM (COPROBATA LAMARCA)	100	41.1.1 10' TALL
42. SHRUBS	42.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	42.1.1 6' TALL
43. FLOWERING SHRUBS	43.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	43.1.1 6' TALL
44. TREES	44.1 COCONUT PALM (COPROBATA LAMARCA)	100	44.1.1 10' TALL
45. PALM TREES	45.1 COCONUT PALM (COPROBATA LAMARCA)	100	45.1.1 10' TALL
46. SHRUBS	46.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	46.1.1 6' TALL
47. FLOWERING SHRUBS	47.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	47.1.1 6' TALL
48. TREES	48.1 COCONUT PALM (COPROBATA LAMARCA)	100	48.1.1 10' TALL
49. PALM TREES	49.1 COCONUT PALM (COPROBATA LAMARCA)	100	49.1.1 10' TALL
50. SHRUBS	50.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	50.1.1 6' TALL
51. FLOWERING SHRUBS	51.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	51.1.1 6' TALL
52. TREES	52.1 COCONUT PALM (COPROBATA LAMARCA)	100	52.1.1 10' TALL
53. PALM TREES	53.1 COCONUT PALM (COPROBATA LAMARCA)	100	53.1.1 10' TALL
54. SHRUBS	54.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	54.1.1 6' TALL
55. FLOWERING SHRUBS	55.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	55.1.1 6' TALL
56. TREES	56.1 COCONUT PALM (COPROBATA LAMARCA)	100	56.1.1 10' TALL
57. PALM TREES	57.1 COCONUT PALM (COPROBATA LAMARCA)	100	57.1.1 10' TALL
58. SHRUBS	58.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	58.1.1 6' TALL
59. FLOWERING SHRUBS	59.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	59.1.1 6' TALL
60. TREES	60.1 COCONUT PALM (COPROBATA LAMARCA)	100	60.1.1 10' TALL
61. PALM TREES	61.1 COCONUT PALM (COPROBATA LAMARCA)	100	61.1.1 10' TALL
62. SHRUBS	62.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	62.1.1 6' TALL
63. FLOWERING SHRUBS	63.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	63.1.1 6' TALL
64. TREES	64.1 COCONUT PALM (COPROBATA LAMARCA)	100	64.1.1 10' TALL
65. PALM TREES	65.1 COCONUT PALM (COPROBATA LAMARCA)	100	65.1.1 10' TALL
66. SHRUBS	66.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	66.1.1 6' TALL
67. FLOWERING SHRUBS	67.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	67.1.1 6' TALL
68. TREES	68.1 COCONUT PALM (COPROBATA LAMARCA)	100	68.1.1 10' TALL
69. PALM TREES	69.1 COCONUT PALM (COPROBATA LAMARCA)	100	69.1.1 10' TALL
70. SHRUBS	70.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	70.1.1 6' TALL
71. FLOWERING SHRUBS	71.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	71.1.1 6' TALL
72. TREES	72.1 COCONUT PALM (COPROBATA LAMARCA)	100	72.1.1 10' TALL
73. PALM TREES	73.1 COCONUT PALM (COPROBATA LAMARCA)	100	73.1.1 10' TALL
74. SHRUBS	74.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	74.1.1 6' TALL
75. FLOWERING SHRUBS	75.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	75.1.1 6' TALL
76. TREES	76.1 COCONUT PALM (COPROBATA LAMARCA)	100	76.1.1 10' TALL
77. PALM TREES	77.1 COCONUT PALM (COPROBATA LAMARCA)	100	77.1.1 10' TALL
78. SHRUBS	78.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	78.1.1 6' TALL
79. FLOWERING SHRUBS	79.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	79.1.1 6' TALL
80. TREES	80.1 COCONUT PALM (COPROBATA LAMARCA)	100	80.1.1 10' TALL
81. PALM TREES	81.1 COCONUT PALM (COPROBATA LAMARCA)	100	81.1.1 10' TALL
82. SHRUBS	82.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	82.1.1 6' TALL
83. FLOWERING SHRUBS	83.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	83.1.1 6' TALL
84. TREES	84.1 COCONUT PALM (COPROBATA LAMARCA)	100	84.1.1 10' TALL
85. PALM TREES	85.1 COCONUT PALM (COPROBATA LAMARCA)	100	85.1.1 10' TALL
86. SHRUBS	86.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	86.1.1 6' TALL
87. FLOWERING SHRUBS	87.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	87.1.1 6' TALL
88. TREES	88.1 COCONUT PALM (COPROBATA LAMARCA)	100	88.1.1 10' TALL
89. PALM TREES	89.1 COCONUT PALM (COPROBATA LAMARCA)	100	89.1.1 10' TALL
90. SHRUBS	90.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	90.1.1 6' TALL
91. FLOWERING SHRUBS	91.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	91.1.1 6' TALL
92. TREES	92.1 COCONUT PALM (COPROBATA LAMARCA)	100	92.1.1 10' TALL
93. PALM TREES	93.1 COCONUT PALM (COPROBATA LAMARCA)	100	93.1.1 10' TALL
94. SHRUBS	94.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	94.1.1 6' TALL
95. FLOWERING SHRUBS	95.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	95.1.1 6' TALL
96. TREES	96.1 COCONUT PALM (COPROBATA LAMARCA)	100	96.1.1 10' TALL
97. PALM TREES	97.1 COCONUT PALM (COPROBATA LAMARCA)	100	97.1.1 10' TALL
98. SHRUBS	98.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	98.1.1 6' TALL
99. FLOWERING SHRUBS	99.1 BAY LAGERSTROMIA (LAGERSTROMIA SPECIOSA)	50	99.1.1 6' TALL
100. TREES	100.1 COCONUT PALM (COPROBATA LAMARCA)	100	100.1.1 10' TALL

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PROJECT  
 11 UNIT  
 TOWNHOUSE B.V.

1000 SQ. FT.  
 1000 SQ. FT.  
 1000 SQ. FT.

LANDSCAPE  
 PLAN

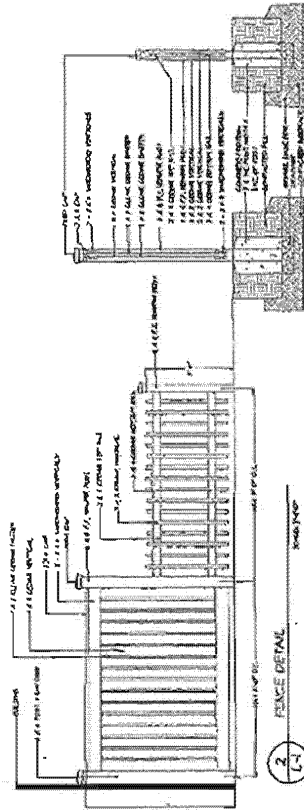
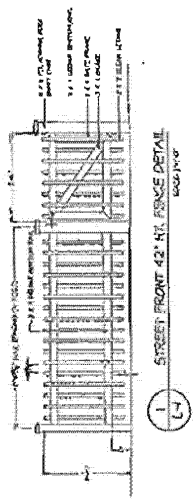
DATE  
 11/11/2023  
 11/11/2023  
 11/11/2023



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**pml**  
LANDSCAPE  
ARCHITECTS  
1000 W. HARRIS STREET  
SUITE 100  
RANDOLPH, NC 28134  
704.386.1111  
WWW.PML-NC.COM

2014



NO.	DATE	DESCRIPTION	BY
1	10/1/13	ISSUED FOR PERMIT	EL
2	10/1/13	ISSUED FOR PERMIT	EL
3	10/1/13	ISSUED FOR PERMIT	EL
4	10/1/13	ISSUED FOR PERMIT	EL
5	10/1/13	ISSUED FOR PERMIT	EL
6	10/1/13	ISSUED FOR PERMIT	EL
7	10/1/13	ISSUED FOR PERMIT	EL
8	10/1/13	ISSUED FOR PERMIT	EL
9	10/1/13	ISSUED FOR PERMIT	EL
10	10/1/13	ISSUED FOR PERMIT	EL

PROJECT:  
23 UNIT  
TOWNHOUSE DRV.  
PROPOSED 3 BED  
APARTMENTS, E.C.

PREPARED BY:  
LANDSCAPE  
DETAILS

DATE: 10/1/13  
SCALE: AS SHOWN  
SHEET: 01/1  
TOTAL: 01/1

PROJ. NO.: 13-0001



**RZ 12-619503**

**Attachment 3**

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Congregation Bayit	To be determined.
Site Size (m <sup>2</sup> ):	2,202 m <sup>2</sup>	No Change
Land Uses:	Vacant	Multiple-Family Residential
OCP Designation:	Community Institutional	Neighbourhood Residential
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Assembly (ASY)	Low Density Townhouses (RTL4)
Number of Units:	0	12
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.3 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50%	16 spaces (67%)	Variance Requested
Small Car Parking Spaces	Not permitted	4	Variance Requested
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 12 units = 72 m <sup>2</sup>	90 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



MARCH 8/2013

ATTACHMENT 4

FOR EDWIN LEE (R212-61950)

FIND ENCLOSED AN ADDENDUM TO  
OUR ORIGINAL SUBMISSION REGARDING  
OUR OPPOSITION TO THE REZONING AT  
9080 H3RD. IT APPEARS TO US THAT THE  
STAFF CONCERNS AND RECOMMENDATIONS AS WELL AS  
RICHMOND COUNCIL'S INTENT ARE BEING IGNORED  
IN ALLOWING MARKET VALUE HOUSING TO BE  
BUILT ON ASSEMBLY LAND. WE WOULD LIKE OUR  
CONCERNS ADDRESSED AT OR BEFORE THE SCHEDULED  
PLANNING COMMITTEE MEETING BY "COUNCIL"  
RESPECTIVELY SUBMITTED BY,  
4 CONCERNED RICHMOND PROPERTY OWNERS.

P.S. A COUPLE OF THESE PROPERTY OWNERS MAY  
NOT BE AVAILABLE UNTIL AFTER APRIL 15/2013

February 28, 2013,

To Richmond City Council.

The staff reports in support of Bylaws #7860 (Oct. 28<sup>th</sup>, 2004 ) and # 8533 (Nov.4, 2009) appear to be very clear and consistent on what is meant by the terms "community institutional " and "community benefit " as well as establishing the parameters of use for those organizations owning lands designated " ASSEMBLY ". It is our understanding that staff reports are a matter of public record. The following are excerpts taken from these 2 reports with the intent of asking the question " Why is the Assembly land located at 9080 # 3<sup>rd</sup> being allowed to be rezoned to allow for 12 town homes which are to be sold at market value without any defined community benefit ? " In the staff report to Bylaw #7860 , the staff specifically state that " Development of market housing on a assembly zoned site ( ASY ) is strongly discouraged, unless the proposal incorporates a community benefit." As well, this staff report spells out quite emphatically that " The community benefit provision is intended to discourage land speculation on sites that have a public benefit, like assembly sites. " In the staff report to Bylaw # 8533, the staff state that " Religious assembly uses are an important part of component of community life in Richmond. " and that Richmond's " growing population will need more such lands, the current supply is limited, developers are speculating if they can be redeveloped for market purposes (e.g., multi family ) and such sites will be difficult to replace if they are converted to higher value land uses ( e.g. residential ). "

As concerned citizens and adjacent neighbours, we are asking why this application for rezoning of this property at 9080 # 3<sup>rd</sup>. has been allowed to proceed this far ?

The rezoning application at this site is also making the assumption that the entrance and exit to the 12 town-homes will be through another development at 9100 # 3 RD. It is our understanding that for this to occur the strata council at 9100 # 3<sup>rd</sup>. will have to give their permission . There is no guarantee that this will happen.

Respectively submitted,

The 4 adjacent Rideau Drive Home-Owners

November 19/2012

To The City of Richmond ( C/O Edwin Lee ) re- RZ 12-619503

We the residents on Rideau Drive were somewhat shocked to see a rezoning application sign posted on the property located at 9080 # 3 Road. Since 2004, we have been waiting for and looking forward to the building of a Jewish synagogue on said property by the EITZ CHLAM faith community. Architectural drawings of the building were circulated to the immediate neighbours after the synagogue's property at 8080 Francis Rd. was allowed to be rezoned from ASSEMBLY ( ASY ) to COMPREHENSIVE DEVELOPMENT DISTRICT (CD/159 ) in order to construct 28 town-homes. The plans for this new synagogue on # 3 Rd. were innovative and quite acceptable to the owners of the adjacent properties.

We the residents on Rideau Drive cannot support the application by Sandhill Construction to change the rezoning from Assembly to RTZ ( 4 ) which would allow for the construction of 12 more town homes. Having endured the construction of 28 townhomes to the south of us in the recent past on the former Assembly property at 8080 Francis Rd. as well as the present construction of 18 town homes to the west and south of us at 9100 # 3<sup>Rd</sup>., the thought of another 12 town homes draped in a solid column within 5 meters of our property line leaves us dumbfounded. Twelve town homes on this property will be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning.

When the owner of the Assembly land at 8080 Francis Rd. was given the green light to rezone to a multi-family designation in 2004, the faith community( owner ) as well as GBL Architects stood to gain a more significant return on their investment. The extra income from this rezoning and subsequent townhouse sales was to assist the Jewish community in the erection of a synagogue on their assembly zoned land at 9080 # 3<sup>Rd</sup>. As well, because of the loss of Assembly land on Francis road, Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 # 3 Rd. remain as ( ASY ). Their rationale was based on the fact that the city had been losing tracts of Assembly land and they wanted to retain what they had left.

We understand that circumstances regarding the construction of the synagogue may have changed and that the anticipated synagogue will not become a reality; however, it appears the option of selling this Assembly zoned property as an Assembly package has not been explored. When Our Saviour Lutheran Church decided to sell their property at 8080 Francis Rd. in the late 1980's, they, in good faith, advertised and sold said property as an Assembly package. There were several institutional parties including the Eitz Chaim faith community, who expressed an interest in purchasing this Assembly package with all the amenities that this zoning included. Today, Richmond has become a vibrant multi-cultural community composed of immigrants from around the world who have brought with them elements of their previous culture including new faith communities. Some of these faith groups are presently renting temporary premises in churches and schools and may soon be looking for more permanent facilities. As well, Richmond has an aging population and the demand for more health care services, both public and private, are on the increase and the location of this property is ideally suited for such institutional use. We, as was the Richmond City Council of 2004, are concerned that needed Assembly land will be lost as a result of this application.

We would like to ask today's CITY COUNCIL what COMMUNITY BENEFIT is derived by losing scarce Assembly Land and allowing 12 town homes to be built on said property? Bylaw No.7860 appears to have been abandoned if this faith's community land at 9080 # 3<sup>Rd</sup> is allowed to be removed from the ASSEMBLY classification. The residents of the Rideau subdivision had been looking forward to the addition of a faith facility as laid out in Bylaw 7860, not another 12 townhouses which would be much more intrusive in nature.

RESPECTIVELY SUBMITTED BY,

8311 Rideau Drive  
8291 Rideau DriveGERALD TANG  
CHANG CHIN-SHENG8331 Rideau Drive  
8271 Rideau DriveJoseph Ho  
Jon Henderson



13 UNIT TOWNHOUSE DEV.  
3000 N.W. 28th Ave.,  
Boca Raton, FL 33431

**pmg**  
LANDSCAPE  
ARCHITECTS  
INCORPORATED  
1300 N.W. 28th Ave., Suite 200  
Boca Raton, FL 33431  
TEL: 561-993-1100  
WWW.PMG-ARCH.COM

1/2"

1. EXISTING	2. PROPOSED	3. TREE TO BE REMOVED	4. TREE TO BE RETAINED	5. TREE PROTECTION ZONE
6. EXISTING	7. PROPOSED	8. TREE TO BE REMOVED	9. TREE TO BE RETAINED	10. TREE PROTECTION ZONE
11. EXISTING	12. PROPOSED	13. TREE TO BE REMOVED	14. TREE TO BE RETAINED	15. TREE PROTECTION ZONE
16. EXISTING	17. PROPOSED	18. TREE TO BE REMOVED	19. TREE TO BE RETAINED	20. TREE PROTECTION ZONE
21. EXISTING	22. PROPOSED	23. TREE TO BE REMOVED	24. TREE TO BE RETAINED	25. TREE PROTECTION ZONE
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96. EXISTING	97. PROPOSED	98. TREE TO BE REMOVED	99. TREE TO BE RETAINED	100. TREE PROTECTION ZONE

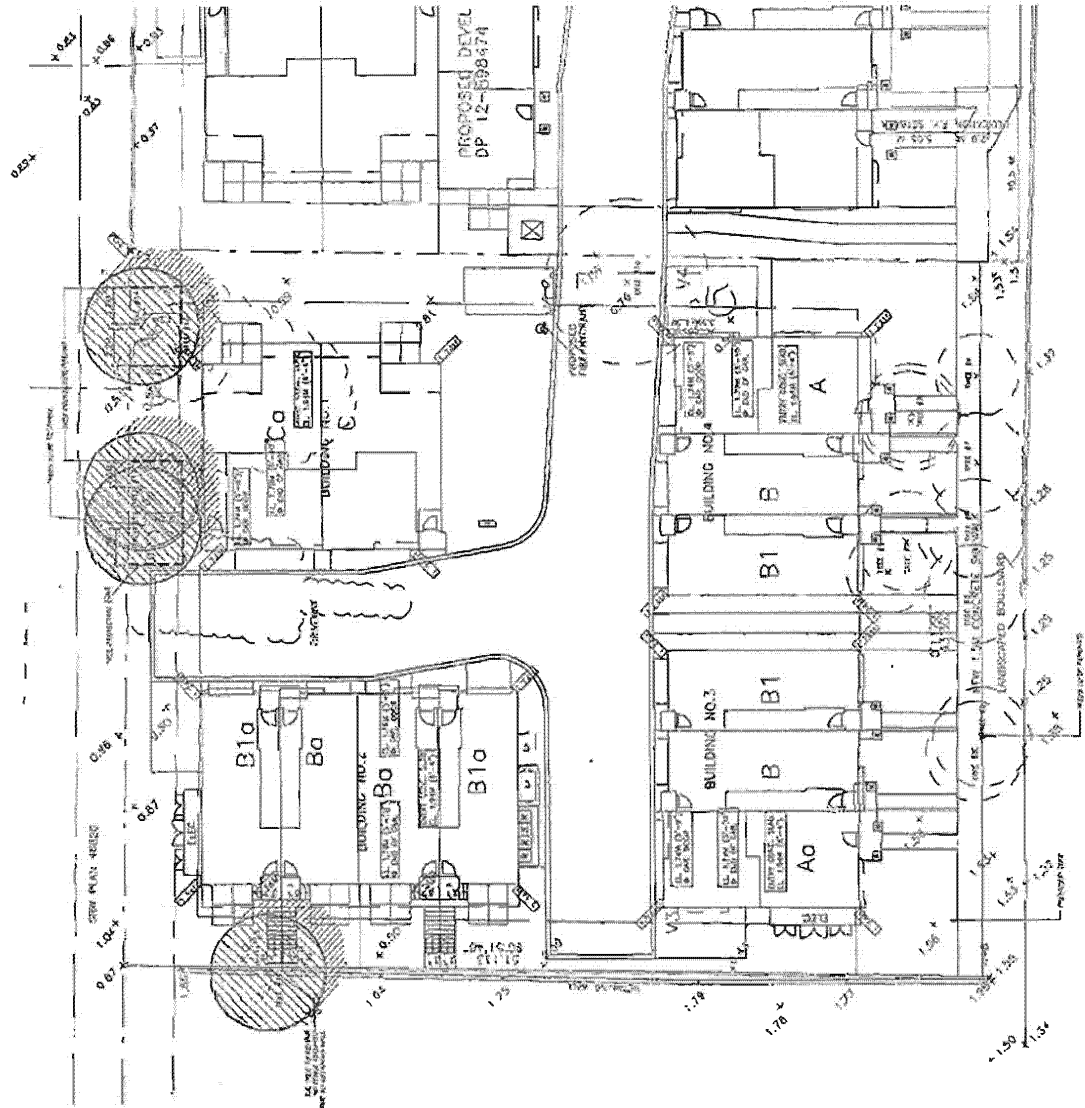
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13 UNIT  
TOWNHOUSE DEV.  
3000 N.W. 28th Ave.,  
Boca Raton, FL 33431

**pmg**  
LANDSCAPE  
ARCHITECTS  
INCORPORATED  
1300 N.W. 28th Ave., Suite 200  
Boca Raton, FL 33431  
TEL: 561-993-1100  
WWW.PMG-ARCH.COM

1. EXISTING	2. PROPOSED	3. TREE TO BE REMOVED	4. TREE TO BE RETAINED	5. TREE PROTECTION ZONE
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1/2"





## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9080 No. 3 Road

File No.: RZ 12-619503

Prior to final adoption of Zoning Amendment Bylaw 9031, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9030.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing Cross-Access Statutory Right of Way (SRW CA2872307 and Plan EPP22896) on 9100 No. 3 Road (property to the south) and that there be no direct vehicular access to No. 3 Road.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Discharge of Covenants BE214259 and BE214260.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$28,440.00) to the City's affordable housing fund.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$10,949.40) to the City's public art fund.
8. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 16 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
9. City acceptance of the developer's offer to voluntarily contribute \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No.3 Road/Francis Road intersection.
10. Contribution of \$1000.00 per dwelling unit (e.g. \$12,000.00) in-lieu of on-site indoor amenity space.
11. City acceptance of the developer's offer to voluntarily contribute \$37,000.00 in-lieu of on-site indoor amenity space for the benefit of 8080 Francis Road.
12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to, removing the existing sidewalk behind the existing curb & gutter (which remains), construct a new 1.5 m concrete sidewalk along the front property line, install a grass and treed boulevard between the sidewalk and the curb, and extend existing Street Lighting from the south property line to the north property line of the site on No 3 Road. Design to include Water, Storm and Sanitary Service Connections.

Note:

i. Water:

- a. Using the OCP Model, there is 1020 L/s available at 20 psi residual. Based on the proposed rezoning, the site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once the building design have been confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow must be submitted.

ii. Sanitary:

- a. Sanitary analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings (for site connection only).

- b. The site is to connect to existing manhole SMJ2136, located in the rear yard of 8311 Rideau Dr, approximately 1.5 m north of the south property line of the development site.
- iii. Storm
  - a. Storm analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings for the site connection only.
  - b. If the site connection is placed beneath the existing AC water main on No 3 Rd, then that section of water main shall be renewed by the City at the developer's cost.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Discharge of Easement with Section 219 Covenant (BX297160 and BX297161); otherwise, an indoor amenity space (minimum 70 m<sup>2</sup>) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

**Prior to Development Permit\* Issuance, the developer must complete the following requirements:**

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near or within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.  
Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.



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- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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Signed

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Date





**RZ 12-619503**

**Attachment D**

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Congregation Bayit	To be determined.
Site Size (m <sup>2</sup> ):	2,202 m <sup>2</sup>	No Change
Land Uses:	Vacant	Multiple-Family Residential
OCP Designation:	Community Institutional	Neighbourhood Residential
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Assembly (ASY)	Medium Density Townhouses (RTM2)
Number of Units:	0	12
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.3 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none



<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	Max. 50%	16 spaces (67%)	<b>Variance Requested</b>
Small Car Parking Spaces	Not permitted	2	<b>Variance Requested</b>
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 12 units = 72 m <sup>2</sup>	122 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 9080 No. 3 Road

**File No.:** RZ 12-619503

**Prior to final adoption of Zoning Amendment Bylaw 9043 , the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 9030.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing Cross-Access Statutory Right of Way (SRW CA2872307 and Plan EPP22896) on 9100 No. 3 Road (property to the south) and that there be no direct vehicular access to No. 3 Road.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Discharge of Covenants BE214259 and BE214260.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$28,440.00) to the City's affordable housing fund.
7. City acceptance of the developer's offer to voluntarily contribute \$35,000 towards the City's affordable housing fund for the re-designation of Assembly lands to other OCP designations for the purpose of redevelopment.
8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$10,949.40) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 16 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
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[signed copy on file]

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Signed

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Date



**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 9030 (RZ 12-619503)  
9080 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9030"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
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_____



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9043 (RZ 12-619503)  
9080 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **MEDIUM DENSITY TOWNHOUSES (RTM2)**.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9043**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
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CITY OF RICHMOND
APPROVED by <i>E.L.</i>
APPROVED by Director or Solicitor <i>al</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Planning and Development Department

To: Planning Committee  
From: Wayne Craig  
Director of Development


Date: June 21, 2013

File: RZ 13 - 631467

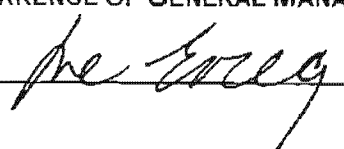
Re: Application by Johnny W.W. Leung Architect for Rezoning at 6433 Dyke Road from Single Detached (ZS6) - London Landing (Steveston) to Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)

### Staff Recommendations:

1. That Richmond Zoning Bylaw 8500 Amendment Bylaw 9028, to create the "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)" and for the rezoning of 6433 Dyke Road from "Single Detached (ZS6) - London Landing (Steveston)" to "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:bk  
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

Johnny W.W. Leung, Architect has applied to the City of Richmond for permission to rezone the property at 6433 Dyke Road (**Attachment 1**) from “Single Detached (ZS6) - London Landing (Steveston)” to “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)” to permit the development of a two-unit dwelling on the subject property. The proposed zone would be a new site-specific zoning for the subject property.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

### **Surrounding Development**

To the North: Existing Multiple-family development, zoned “Town Housing (ZT43) – London Landing (Steveston)”;

To the East: Existing Two-Unit Dwelling, zoned “Heritage Two-Unit Dwelling (ZD1) – London Landing (Steveston)”;

To the South: Foreshore of the Fraser River (across Dyke Road) zoned “School & Institutional Use (SI)”;

To the West: Existing Multiple-family development, zoned “Town Housing (ZT43) – London Landing (Steveston)”

### **Related Policies & Studies**

#### Steveston Area Plan

The subject property is located within the Steveston Area Plan, Schedule 2.4 of the Official Community Plan (OCP). The Land Use Map in the Steveston Area Plan designates the subject property for “Heritage Residential”. This designation is intended to accommodate “...residential structures of recognized importance, or new structures designed to a distinctive heritage appearance reflective of Steveston’s character.”

Under the guidelines for this area, new development in the “Heritage Residential” area should:

1. Exhibit a similar scale, form, massing, character, architectural details and features (e.g., porches), and materials as that of London Farm, the McKinney House, and any other relocated houses;
2. Where buildings front Dyke Road, exhibit a strong single-family home character regardless of the number of units contained within a single structure; and
3. Use colour to reinforce the intended “heritage appeal” of this area and its image on the waterfront.

The proposed two-unit dwelling meets these criteria, and staff supports the design.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw No.8204. In accordance with the Floodplain Management Implementation Strategy, a Restrictive Covenant for Flood Indemnity specifying the minimum flood construction level of 2.9 m geodetic survey datum is required prior to final adoption of Zoning Amendment Bylaw No. 9028. A 6.0 m wide statutory right-of-way for dyke access will be required over the south portion of the site.

#### Affordable Housing Strategy

The Richmond Affordable Housing Strategy a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications. The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for this development (i.e. \$3,745.00). This contribution has been reviewed and is endorsed by Community Services.

#### **Public Input**

A rezoning notice sign was placed on the property the first week of May 2013. In response to the signage, staff has received:

Two emails from residents in support of the pathway proposal; and

One email seeking additional information on the proposed rezoning.

Staff responded to the latter email with the requested information. No additional correspondence was received.

#### **Consultation**

##### Heritage Commission

The proposed rezoning was referred to the Heritage Commission for review as the subject property is designated for "Heritage Residential" use. The proposal reviewed at the May 15 2013 meeting of the Commission, and was endorsed. The Chair of the Commission made a motion to bring the item back for review at the June 16 2013 meeting for further review. Staff were able to provide updated house designs at the meeting, and the revised proposal was supported as being consistent with the Steveston Area Plan guidelines and the "Heritage Residential" land use designation. Draft minutes of the June 16, 2013 meeting of the Heritage Commission are provided (**Attachment 3**).



## Staff Comments

### Analysis

#### Previous Development Application (RZ 02 – 207804)

A development application to amend the CD50 zone for the subject property was submitted in 2002, in order to increase the maximum house size permitted under the CD50 zone to a maximum FAR (Floor Area Ratio) of 1.0. Bylaw No. 7721 to amend CD50 zone for the subject site received third reading on November 15, 2004. Subsequent to the Public Hearing the owner did not actively pursue resolution of condition of Final Adoption, and the file was closed and the bylaw was abandoned in November of 2009.

#### Proposed Use

The proposed two-unit dwelling is consistent with the Neighbourhood Residential designation in the Official Community Plan, and the “Heritage Residential” designation in the Steveston Area Plan. The adjacent site to the north and west is designated is similarly designated and is occupied by single family dwellings to the west and townhouses to the north. The property to the east at 6461 / 6463 Road is occupied by an existing two-unit dwelling, which was approved under Rezoning Application RZ 03 -237482. The proposed two-unit dwelling for the subject property would be compatible with these uses.

#### Heritage Character

The general heritage residential character of the area is defined by two existing single family homes, both of which are designated heritage resources: the McKinney House at 6471 Dyke Road, and the Abercrombie House at 13333 Princess Street. We note that both the McKinney House and the Abercrombie House were relocated to their current locations from elsewhere in Richmond.

As a component of the rezoning application, staff has undertaken a review of the character of the proposed two-unit dwelling, and have worked with the project architect to ensure that the proposed building design would be compatible with existing heritage residential character of the surrounding area. As the subject lot is the last un-developed parcel in the area, ensuring design compatibility has been a key component of the review of the proposal.

The proposed design of the two-unit dwelling meets several guidelines of the Steveston Area Plan: the face of the house oriented towards Dyke Road has the appearance of a single family dwelling; a wrap-around porch has been proposed for the two-unit dwelling, which is a feature found on a number of houses to the west; proposed building materials include horizontal hardie-plank siding and hardie shingles for the gable ends, also consistent with materials used on surrounding homes; accent materials include a cultured stone base, high profile asphalt roof shingles, wooden railings and posts, double wood painted columns; and window detailing is consistent with the intended heritage character of the area.

The rezoning considerations include a requirement for the owner to submit a set of building permit-ready building design drawings, in accordance with the house plans attached as Attachment 4 to this report.

### Proposed Zoning

In order to accommodate the proposed two-unit dwelling, the applicant has applied to rezone the site from "Single Detached (ZS6) - London Landing (Steveston)" to a new site-specific "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)" zone. This zone is similar to the site specific "Heritage Two-Unit Dwelling (ZD1) – London Landing (Steveston)" zone for the adjacent property at 6461 and 6463 Dyke Road, but has been tailored for the subject application.

Details of the proposed zone are provided in the following table:

	Proposed ZD4	Existing ZD1 (east adjacent two-unit dwelling)
<b>FAR</b>	0.7	1.0 - .76 for building; .24 for covered areas open on one side
<b>Building Coverage</b>	50%	50%
<b>Height</b>	12.5 m No more than two habitable storeys	15.0 m

The proposed site-specific zone will be an effective transition from the larger two-unit dwelling to the east to the lower density single family homes west of the subject property.

### Road Dedication

Dedication of a 1.5 m wide portion of the site at the north-east corner has been identified as a requirement of the rezoning. The dedication will provide the additional road width to facilitate access to and from the subject property and from the two-unit dwelling to the east at 6461 and 6463 Dyke Road. A statutory right-of-way of 0.6 m along the east property line is also required for boulevard widening.

### Driveway Access

The subject property was included in the rezoning application of the west adjacent property. Under this rezoning, a Section 219 Restrictive Covenant was registered on the title of the subject property, prohibiting any direct access to Dyke Road and requiring access only from Princess Lane. The proposed site access satisfies the requirements of this covenant.

### Parking

Richmond Zoning Bylaw No. 8500 requires that a two-unit dwelling provide 2.0 parking spaces per dwelling unit. The proposed design (**Attachment 4**) illustrates that the east-most unit will feature a side-by-side two-car garage, and the west-most unit would provide parking in a single car garage. A second parking space for the west-most unit is proposed at-grade, along the west side of the house. Although this portion of the site is encumbered with a statutory right-of-way for storm drainage, the terms of the right-of-way allow the area to be used for vehicle parking. With the combination of garage parking spaces and at-grade parking, the proposed two-unit dwelling would meet the bylaw requirements for off-street parking.

### Riparian Setback Requirements

The subject property is adjacent to a watercourse which falls within the City's Riparian Management Area network. This watercourse is classified as fish habitat as it contributes water flow to downstream habitat (Fraser River).

Under the requirements of the provincial Riparian Areas Regulation, variances to established riparian setbacks require assessment by a Qualified Environmental Professional (QEP). The owners have provided a QEP report (**Attachment 5**) which assessed a variance to the established 15 metre Riparian Management Area (measured from the top of the bank) on the adjacent watercourse. The QEP recommendation is for a 10 m setback with reductions in some areas to 8 m. The variance has been approved by the Department of Fisheries and Oceans (DFO), subject to the owner installing compensatory plantings in the yard of the proposed two-unit dwelling and within the Riparian Management Area. Submission of a Landscape Plan for the compensatory plantings and a landscape security for the provision of the compensation plantings, in accordance with **Attachment 5** of this report is a condition of rezoning adoption.

### Walkway

The adjacent residential development to the west was approved in April 2003, and features a meandering pedestrian path along the south property line, which ends at the east property line of the subject property. The subject property has been vacant since that time, and residents have accessed Princess Lane and Dyke Road by walking through the property, creating an informal 'walkway'.

In order to ensure that a pedestrian access is maintained to Princess Lane and Dyke Road, the owner will provide a pedestrian connection from the existing walkway to the west across the frontage of the property. This pedestrian connection will be located within the road dedication for Dyke Road.

Provision of the pathway meets the policy objective of the Steveston Area Plan (London / Princess Node) to link publicly-oriented and residential uses via an informal network of pedestrian routes. The Steveston Area Plan also provides a design guideline for the development of the area to provide linear open spaces, trails and pedestrian routes linking residents and local amenities and the river, and providing an informal network of narrow, interesting routes through the mixed use area.



We note that this location would also fall within the required riparian setback from the top of the bank, as shown on the riparian compensation plan (**Attachment 5**). The proposed walkway would taper from 2.0 m to 1.4 m in width, and would be a pervious gravel surface. The walkway to the west has been finished with paving stones, a surface treatment which – under current requirements and policy – is not supported in such close proximity to a watercourse. Staff in the Sustainability Division have recommended the gravel surface for better water infiltration and flow in the adjacent watercourse.

The provision of the walkway increases the impacts on the required 10 m riparian setback from the top of the bank of the ditch, which has been addressed through additional compensation planting along the bank, both in front of the adjacent site and in front of the the adjacent development at 6400 Princess Lane. The additional plantings in front of adjacent development would be planted within the road allowance for Dyke Road and would not impact the on-site plantings associated with that project. The walkway proposal and habitat compensation plantings has been reviewed and endorsed by the Department of Fisheries and Oceans (DFO), Sustainability staff, and by the Parks Division.

### Trees

There are no trees on the subject property, but there is a tree located on the adjacent townhouse site. The branches of this tree overhang the property line, and the site plan provided indicates that minimal pruning of this tree will be required. In addition, the proposed parking area on the west side of the building will utilize hand-laid paving stones, to minimize damage to the existing root system of this tree. The project architect advises staff that no excavation within the root zone of this tree will be required.

### Existing Utility Right-of-Way

There is an existing 3.0 m wide utility right-of-way (ROW) along the western portion of the subject site. The applicants have been advised that no encroachment into the ROW is permitted, including no building construction, and planting of trees, but the ROW area may be used for vehicle parking.

### Discharge of Existing Restrictive Covenant

The subject lot was created as part of the rezoning and development of the adjacent (west) properties, and through the rezoning process, a Restrictive Covenant (under charge Number BP005925) was registered on the title of the lot to specify a minimum habitable elevation of 2.6 m geodetic survey datum. Since that time, the current flood protection elevation for this area has been set at 2.9 m geodetic survey datum. It is recommended that Restrictive Covenant BP005925 be discharged from the title of the lot. A new covenant will be registered to require the current flood protection standard for habitable floor area be built at 2.9 m geodetic survey datum.


### **Conclusion**

This rezoning application to permit a two-unit dwelling complies with applicable policies and land use designations contained within the Official Community Plan and the Steveston Area

Plan. The proposed two-unit dwelling is consistent with the established land uses and urban design in the surrounding area.

The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicant (signed concurrence is on file).

On this basis, staff recommends support for the application.



Barry Konkin  
Planner 2

BK:cas

Attachment 1: Location Map

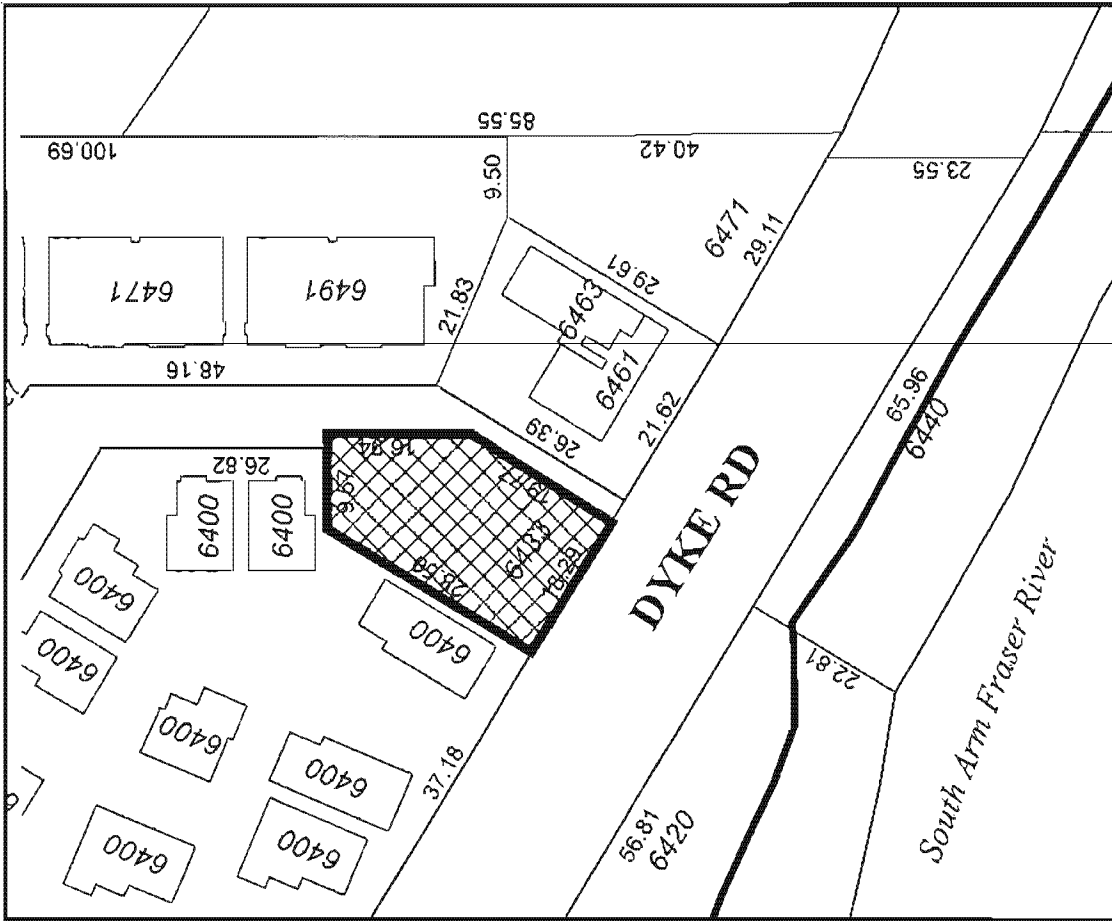
Attachment 2: Development Application Data Sheet

Attachment 3: Draft Minutes - June 16, 2103 Richmond Heritage Commission Meeting

Attachment 4: Conceptual Development Plans

Attachment 5: Riparian Assessment Report and Addendum

Attachment 6: Rezoning Considerations Concurrence

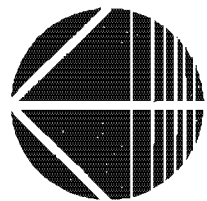
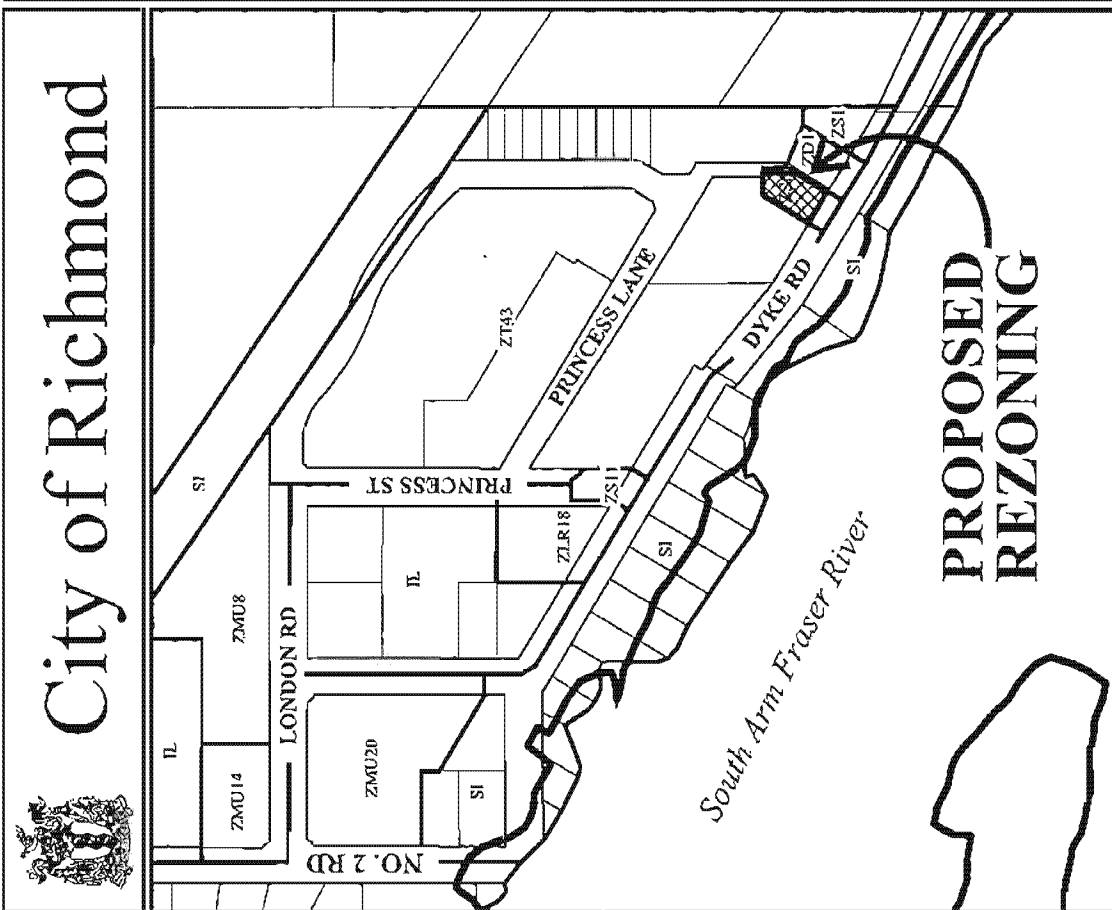


Original Date: 03/08/13

Revision Date:

Note: Dimensions are in METRES

RZ 13-631467







RZ 13-631467

Original Date: 03/08/13

Amended Date:

Note: Dimensions are in METRES

PLN - 218





**RZ 13 - 631467**

**Attachment 2**

Address: 6433 Dyke Road

Applicant: Johnny W.W. Leung Architect

Planning Area(s): OCP - Steveston Area Plan – London-Princess Sub-Area

	Existing	Proposed
Owner:	Hui Y Li, Sui K Li, Wing H Li, Wing O Li	No change
Site Size (m <sup>2</sup> ):	536 sq.m (5,769 sq.ft)	508 sq.m (5,479 sq.ft) after road dedication
Land Uses:	Vacant	Housing, Two-Unit
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Heritage Residential	No change
702 Policy Designation:	NA	NA
Zoning:	Single Detached (ZS6) – London Landing (Steveston)	Heritage Two-Unit Dwelling (ZD4) – London Landing (Steveston)
Number of Units:	Vacant	2

	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	15.4 upa	none permitted
Floor Area Ratio:	0.7	0.7	none permitted
Lot Coverage – Building:	Max. 50%	50%	none
Lot Size (min. dimensions):	500 m <sup>2</sup>	508.96 m <sup>2</sup>	none
Setback – Front Yard (m):	Min. 6.5 m	6.5 m Min.	none
Setback – Side (east) (m) Side (west) (m) Side (north-east) Rear Yard (m):	Min. 2.2 m Min 3.0 m Min 1.5 m Min 6.0 m	Min. 2.2 m Min 3.0 m Min 1.5 m Min 6.0 m	none
Height (m):	12.5 m	12.5 m	none

**RICHMOND HERITAGE COMMISSION**  
**Wednesday, June 19, 2013**

**4. BUSINESS ARISING**

**a. Garden City Lands Open House**

Mr. Virani noted that he attended this Open House which was attended by stakeholder groups in Richmond to make recommendations on potential uses for the Garden City lands. Mr. Virani noted his recommendation to make a heritage park and have heritage houses moved here. It was noted that the land is under the ALR and is over 130 acres in size.

**b. Application Referral Process**

Discussion ensued on how the referral process can be improved. Commission members expressed interest in having a clearer process to bring things to the table and give Commission members ample time to circulate information and research before the meetings.

Discussion ensued on changing the Commission's procedure, ensuring applications are relevant to the Commission's mandate, and electronic vs. courier for distributing information. It was decided that the Commission's preference is for electronic delivery of information unless stated to staff otherwise on a case-by-case basis.

It was moved and seconded

*That the Richmond Heritage Commission accept item number 4 as written, with the amendment to electronic capability instead of courier.*

**CARRIED**

It was moved and seconded

*That the Richmond Heritage Commission bring back to committee the rezoning application reviewed at last meeting to further review in more detail.*

**CARRIED**

The Commission looked at this rezoning with the amendments made to accommodate more heritage detail on this structure. It was noted that changes have been made to the type of shingle, windows, door, and columns to keep the heritage feel. Staff also provided an update on the scale, height, pedestrian boulevard, landscaping, and enforcement procedures of certain design elements.

It was moved and seconded

*That the Richmond Heritage Commission support this rezoning with the proposed changes.*

**CARRIED**

**c. 2014 Commission Meeting Dates**

It was noted that the Commission meeting dates for 2014 will be January 15, February 19, March 19, April 16, May 21, June 18, July 16, with no meeting in August, September 17, October 15, November 19, and December 17, in keeping with the third Wednesday of the month format.

**d. Distribution of Maps of Heritage Areas**

Mr. Konkin distributed maps of the character area key map and other maps relevant to the Commission.

**RICHMOND HERITAGE COMMISSION**  
**Wednesday, May 15, 2013**

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**5. NEW BUSINESS**

- a. Discussion ensued on the Commission's mandate and current workplan. Discussion ensued on specific objectives that Commission members would like to see in the workplan including updating the heritage inventory. Commission members discussed ways of coordinating within the resources available to create a comprehensive workplan. Staff agreed to put together a summary of discussion and staff costs as well as lay the groundwork to take this to the next step.

It was moved and seconded

*That the Heritage Commission enter into a workplan process with an in-house staff facilitator, while keeping in consideration cost and staff resources to establish a medium to long-term workplan.*

**CARRIED**

- b. Discussion ensued on a recent rezoning in Steveston at Moncton and No. 2 Rd.
- c. The Commission received the invoice for their contributions to the Doors Open event.

It was moved and seconded

*That the Heritage Commission will pay the invoice for their contribution to the Doors Open event.*

**CARRIED**

- d. Staff noted that there will be a Heritage 101 workshop being put on for the Facilities division. Any Commission members who have not gone to this course yet are welcome to come. It will be from 8-3 at the Chinese Bunkhouse in Britannia. Interested Commission members are encouraged to contact Mr. Konkin.

- 
- e. Rezoning Application RZ 13 -631467

Discussion ensued on a rezoning occurring in London Landing along the dyke near to the McKinney house. It was noted that this area is in the Steveston Area Plan and has been recognized as in an area of historical significance. The character of the area and proposed changes were discussed. Members are encouraged to send feedback through staff. It was noted that the Commission encourages this new building to be of heritage character in its look and feel.

It was moved and seconded

*That the Heritage Commission support this project in keeping with the heritage guidelines for the area and the keeping the heritage character of the London Princess node and strongly encourage selecting a colour from the Vancouver "True Colours" palette, and be consistent to the colours used on the properties to the west.*

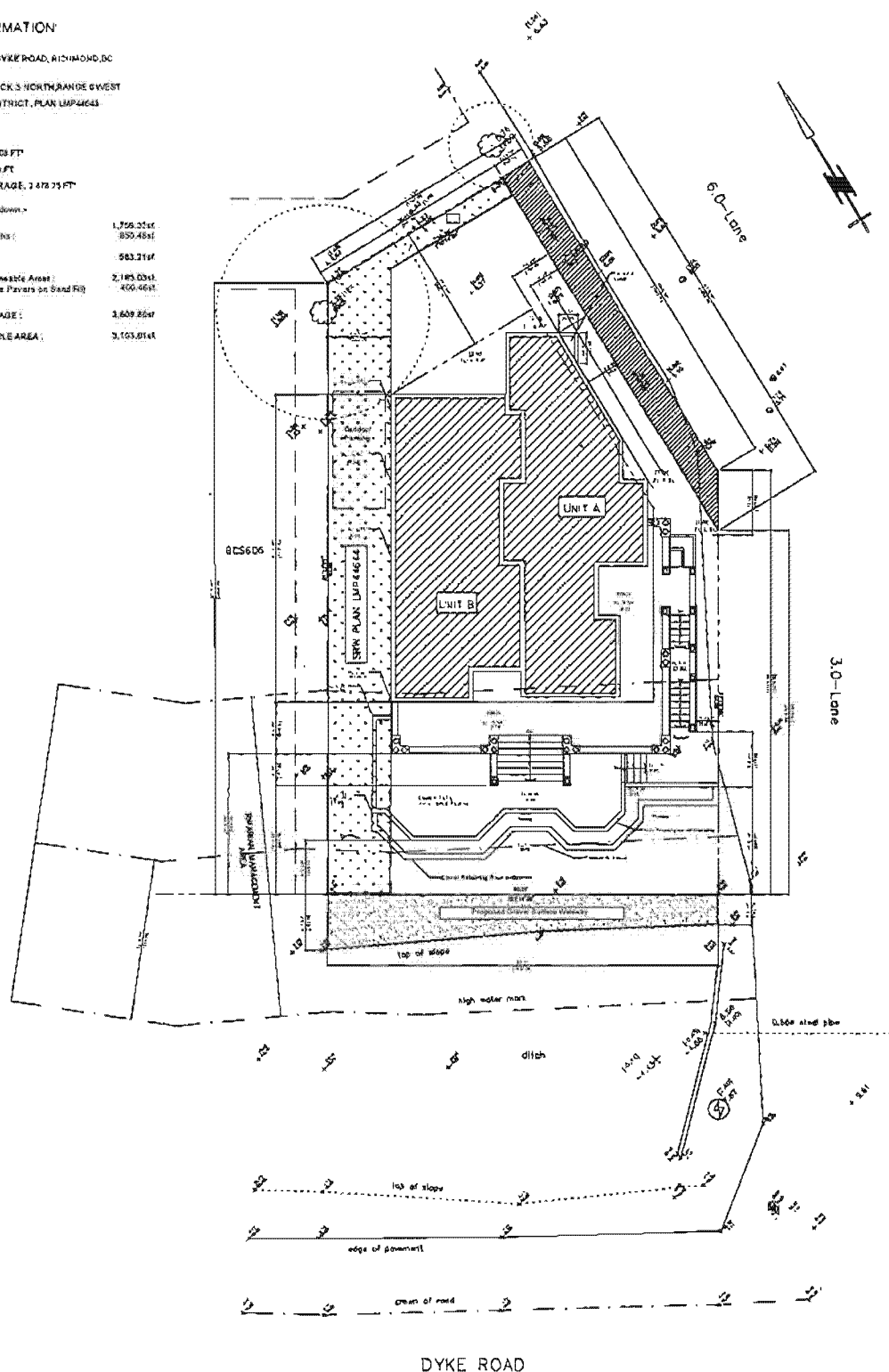
**CARRIED**

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## PROJECT INFORMATION

DIVISION: 8433 DYKE ROAD, RICHMOND, DC  
 LEGAL DESCRIPTION:  
 LOT 4, SECTION 16, BLOCK 3, NORTH AND E WEST  
 NEW WESTMINSTER DISTRICT, PLAN LMP4614  
 ZONE: Z01  
 LOT AREA: 5,796.5 FT<sup>2</sup>  
 ALLOWABLE FAR: 5.12503 FT<sup>2</sup>  
 PROPOSED FAR: 50 FT<sup>2</sup>  
 ALLOWABLE LOT COVERAGE: 2,478.75 FT<sup>2</sup>

Lot Coverage Breakdown:  
 Building Footprint: 1,759.35sf  
 Deck, Stairs and Walks: 850.46sf  
 Driveway: 582.21sf  
 Landscaping and Permeable Area:  
 Lower Patio: (Loose Pavers on Sand Fill) 2,195.03sf  
 450.46sf  
 PROPOSED LOT COVERAGE: 3,609.86sf  
 PROPOSED IMPERMEABLE AREA: 3,103.81sf



Site Plan

Scale: 1/16" = 1'-0"



Johnny w.w. Leung Architect

Project:  
Custom Duplex

Address:  
6433 Dyke Road,  
Richmond, VA 222

Site Plan  
PEN-222

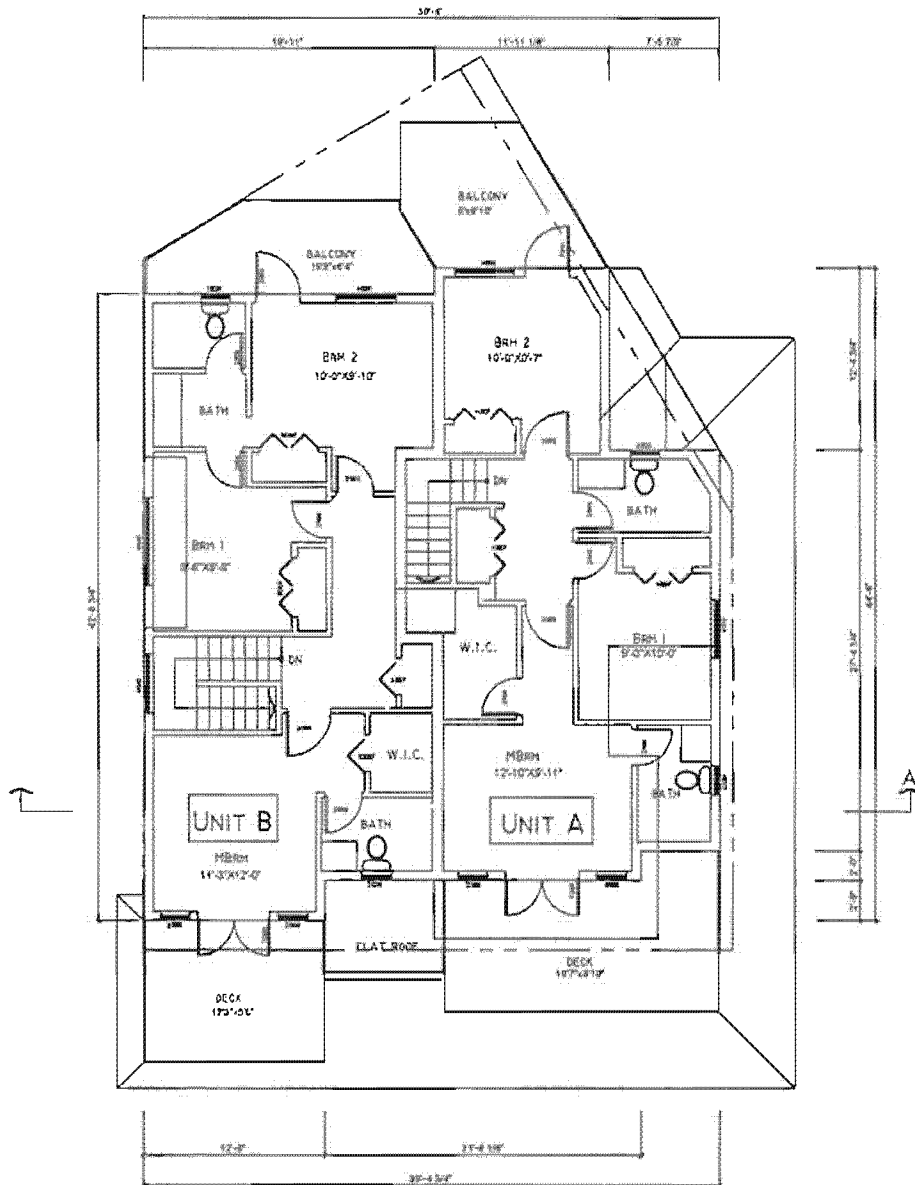
April 8th 2013  
 April 12th 2013  
 April 18th 2013  
 June 17th 2013

A-0  
 Sheet 1 of 7









FLOOR AREA:

UNIT A 734.49sf.

UNIT B 797.64sf. Total Area: 1,532.13sf.

Upper Level

Area: 1,759.08sf.

Scale: 1/8" = 1'-0"



**Johnny w.w. Leung Architect**

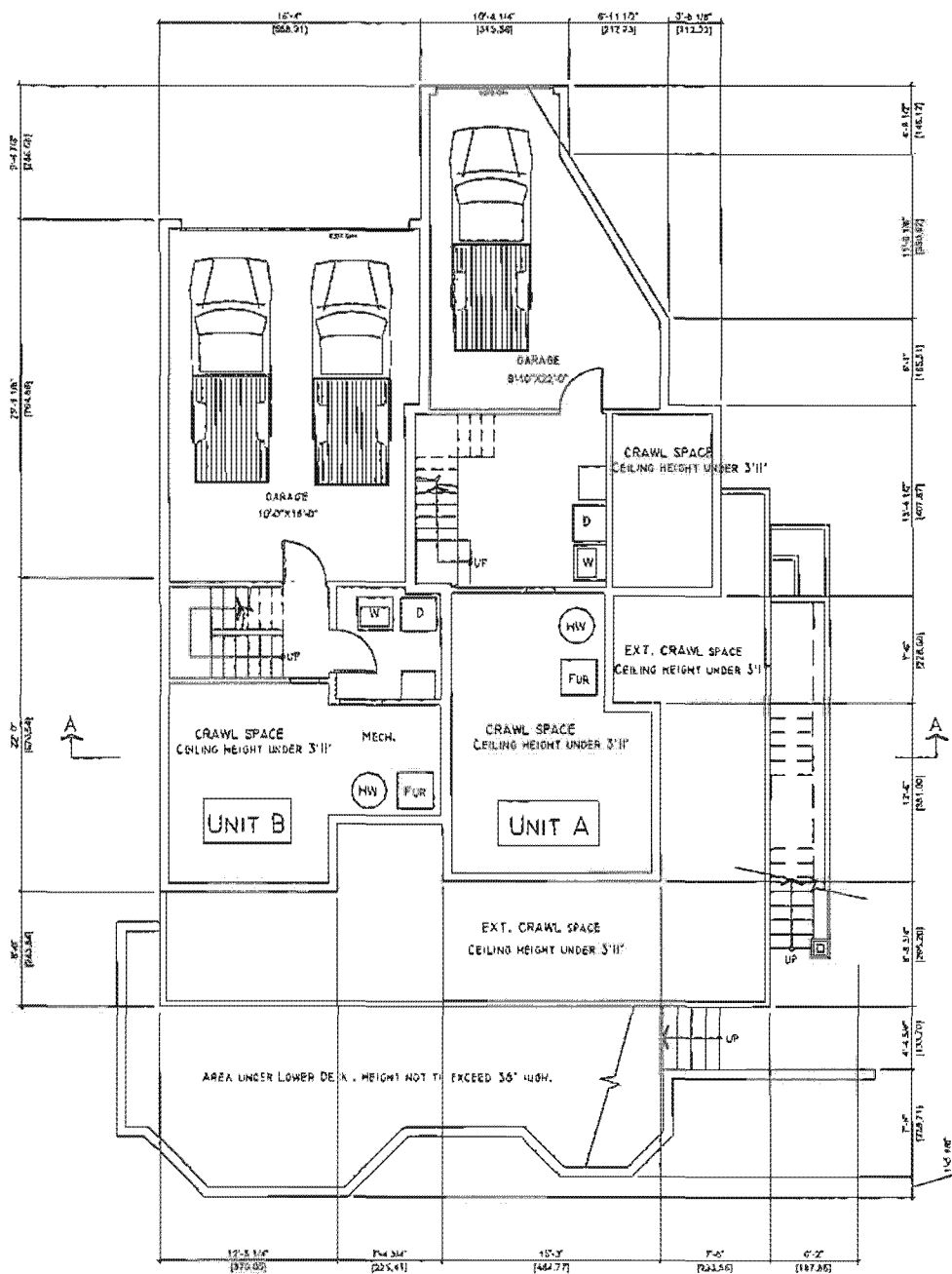
Project:  
Custom Duplex

Address:  
6433 Dyke Road  
Richmond, BC

Elevations  
225

April 8th 2013  
April 18th 2013

**A-2**  
Sheet 3 of 7



FLOOR AREA:

UNIT A 154.08SF.

UNIT B 271.43SF.

Total Area: 425.51sf.

Basement Level

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

Project  
Custom Duplex

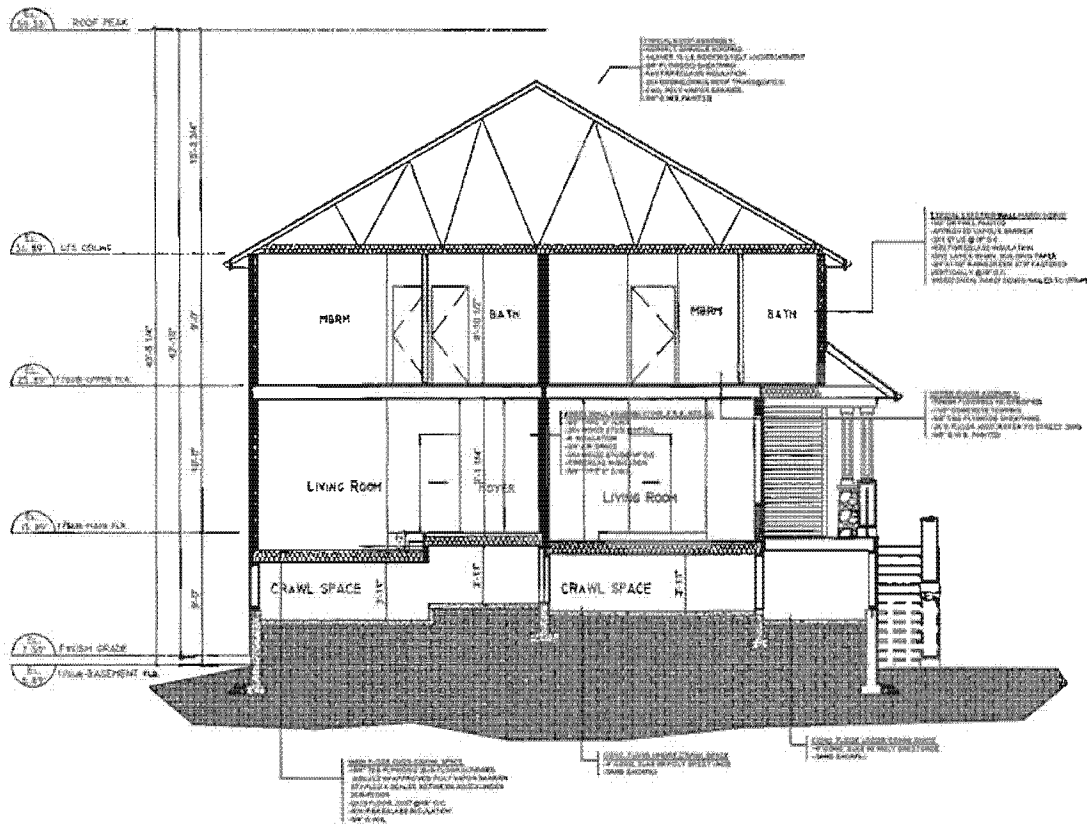
Address:  
6433 Dyke Road  
Richmond, BC

Elevations  
226

April 8th 2013  
April 18th 2013  
June 17th 2013

A-3  
Sheet 4 of 7





## Color and Exterior Finish Schedule

Material Description	Color	Specification	Supplier
<b>Sidings/Claddings</b>			
Horizontal Hardie Siding	Desert Wood	SW3030	Sherwin Williams
Hardi Shingles	Desert Wood	SW3030 - half tone	Sherwin Williams
Column Base	Cultured Stone/Veneer	Dressed Fieldstone-Chardonay	Borals - BC Bricks
<b>Trim Work</b>			
Trims	Cape Cod Red	SW3020	Sherwin Williams
Facia	Cape Cod Red	SW3020	Sherwin Williams
Wood Columns	Desert Wood	SW3030 - 3/4 tone	Sherwin Williams
<b>Metals</b>			
Gutter and Downpipe	Dark Brown	196 Stewart House Brown	ICI Paints
Wood Railing	Dark Brown	196 Stewart House Brown	ICI Paints
<b>Openings</b>			
Wood Cladded Window	Dark Brown		
Exterior Doors	Cape Cod Red	SW3020 - half tone	Sherwin Williams
<b>Fence and Barriers</b>			
Masonry Retaining Wall	Dry Stack Rocks	8" to 24" size natural rocks	Northern Landscape Supplies
Cedar Fence	Century Red Wood	1904 Semi-Transparent Stain	Superdeck
<b>Roofing</b>			
Asphalt Shingles	Aged Redwood	Cambridge AR Premium Series	IKO - Roof Mart
Flashings	Dark Brown	196 Stewart House Brown	ICI Paints



**Johnny w.w. Leung Architect**

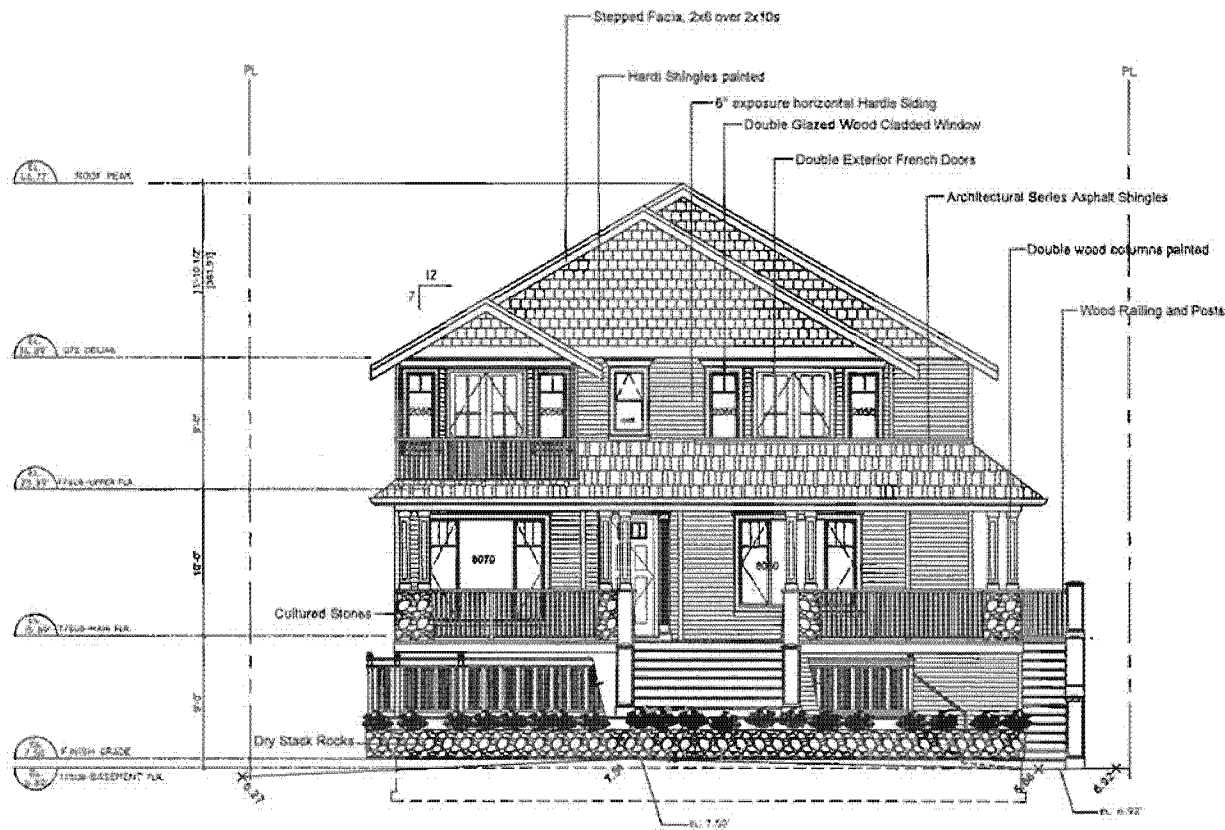
Project:  
Custom Duplex

Address:  
6433 Dyke Road  
Richmond, BC

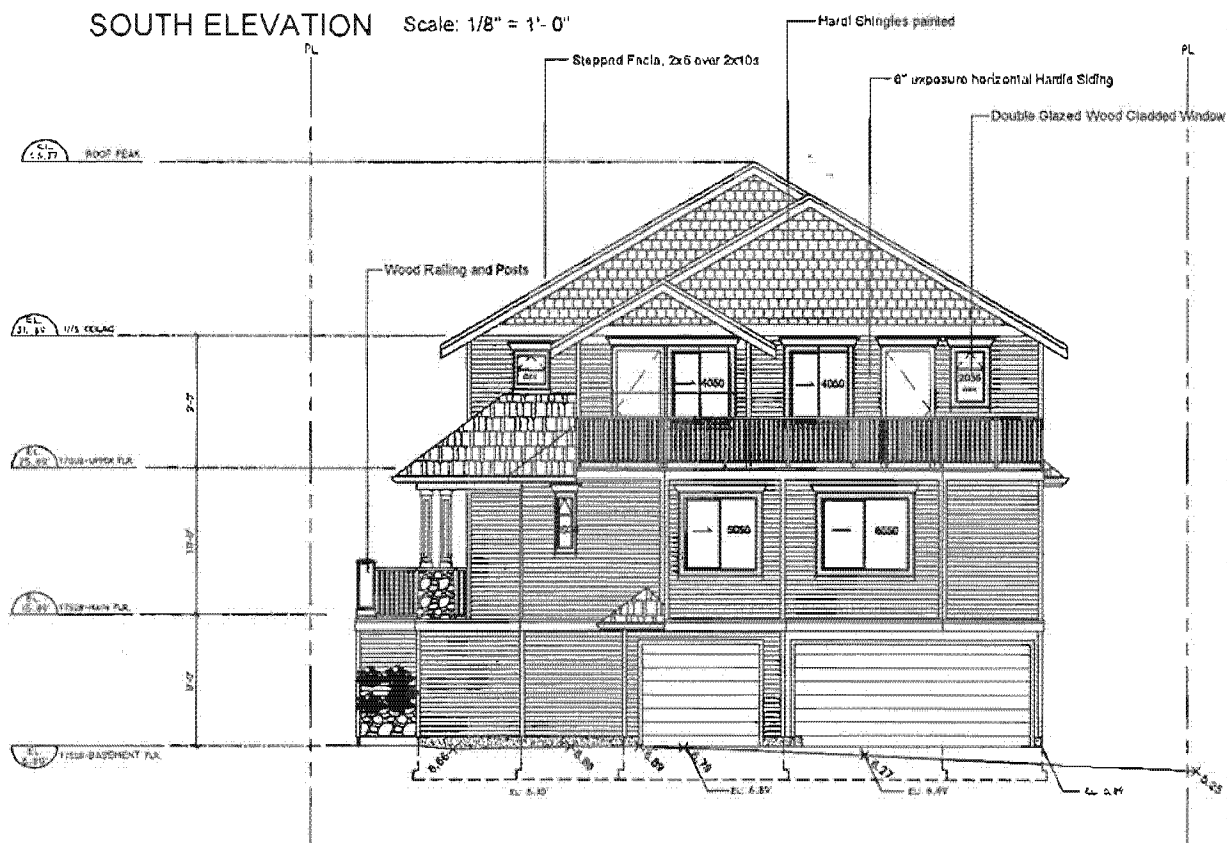
Section  
227

April 8th 2013  
April 18th 2013  
June 17th 2013

A-4  
Sheet 6 of 7



SOUTH ELEVATION Scale: 1/8" = 1'-0"



NORTH ELEVATION

Scale: 1/8" = 1'-0"



**Johnny w.w. Leung Architect**

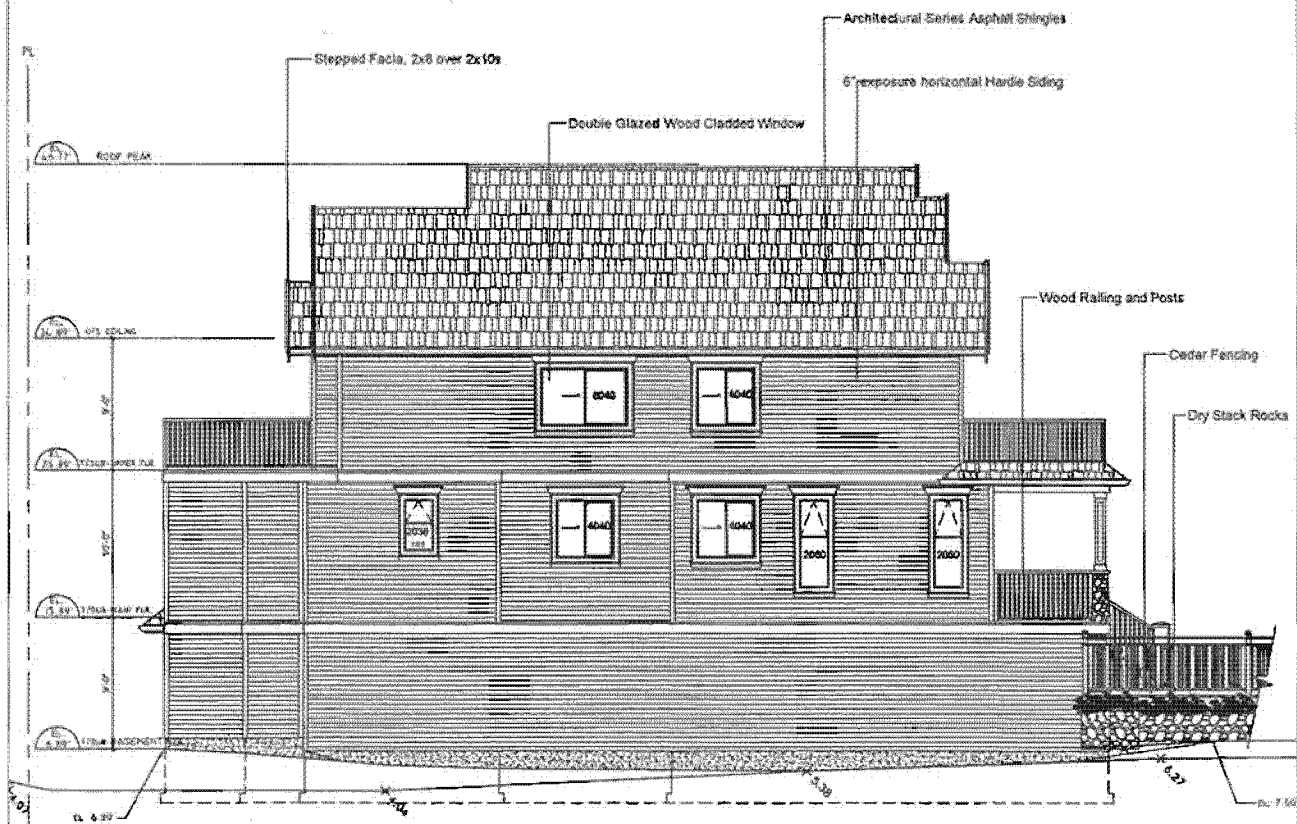
Project:  
Custom Duplex

Address:  
6433 Dyke Road  
Richmond, BC

Elevations  
228

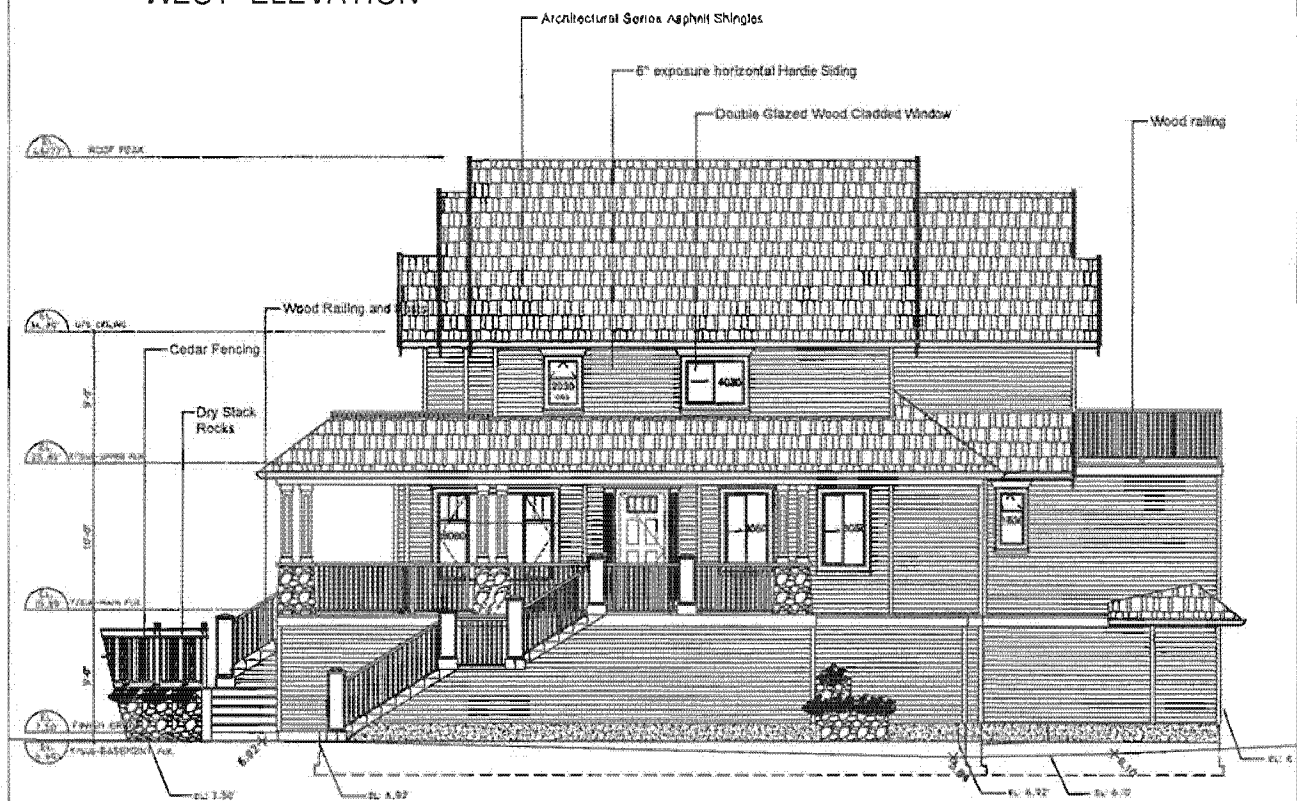
April 8th 2013  
April 18th 2013  
June 17th 2013

A-5  
Sheet 5 of 7



WEST ELEVATION

Scale: 1/8" = 1'-0"



EAST ELEVATION

Scale: 1/8" = 1'-0"



**Johnny w.w. Leung Architect**

Project:  
Custom Duplex

Address:  
6433 Dyke Road  
Richmond, BC

Elevations  
PLN - 229

April 8th 2013  
April 12th 2013  
April 18th 2013

**A-6**  
Sheet 7 of 7



envirowest consultants inc.

Suite 130 - 3700 North Fraser Way  
Burnaby, British Columbia  
Canada V5J 5H4

office: 604-451-0505  
facsimile: 604-451-0557

December 05, 2012

Andrew Appleton  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Appleton,

**RE: PROPOSED RESIDENTIAL DEVELOPMENT AT 6433 DYKE ROAD,  
RICHMOND  
PROPOSED SETBACKS AND RIPARIAN ENHANCEMENT**

Envirowest Consultants Inc. (Envirowest) has been retained by Johnny Leung Consultants and Associates (Proponent) to provide environmental consulting services associated with the proposed residential development at the referenced address (Property). The Property occurs adjacent to a channelized stream. This correspondence provides proposed setbacks from the drainage and associated habitat enhancements to maintain and augment ecological integrity of the drainage adjacent to the development parcel.

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**Property and Biophysical Overview**

Please refer to Attachment A for an aerial representation and Attachment B for site photographs.

The Property occurs immediately north of the south arm of the Fraser River, and is separated from the river by a constructed dyke running along the north shoulder of Dyke Road. The Property is further bounded by single family residential dwellings to its west and east.

Existing vegetation on the Property is predominantly grasses, Himalayan blackberry (*Rubus discolor*) and sapling black cottonwood (*Populus balsamifera* ssp. *trichocarpa*). The northeast corner of the Property is comprised of a gravel parking pad.

A channelized stream fronting Dyke Road occurs along the south extent of the Property and is bounded by a constructed dyke along its south bank. Vegetation within the drainage fronting the Property is predominantly grasses, cattail (*Typha latifolia*) and Himalayan blackberry, with occasional scotch broom (*Cytisus scoparius*). Adjacent residences to the west have constructed rock retaining walls along the channel banks, and have planted primarily non-native deciduous



ornamental vegetation and manicured lawns. A pedestrian pathway has been constructed along the top-of-bank on adjacent properties.

### **Proposed Works, Setbacks and Riparian Enhancements**

Please refer to the Landscape Plan, included as Attachment C.

The Proponent proposes to construct a residential duplex on the Property. The Property occurs within an Environmentally Sensitive Area (ESA) associated with the drainage along the south extent. As per the City of Richmond (City)'s Riparian Areas Regulation (RAR) Response Strategy, a 15 metre (m) Environmental Management Area (EMA) would be applied to this drainage. Instead, Envirowest proposes to utilize the detailed assessment methodology of the provincial RAR associated with a fish-bearing channelized stream, which applies a 10 m setback. A variance to the 10 m setback by approximately 2 m would be required. Habitat enhancements are proposed to offset the setback variance. Enhancements would comprise clearing of invasive blackberry and scotch broom and planting native shrubs within the proposed setback. As depicted in the planting plan, additional plantings east of the proposed building would further offset the 2 m variance to the proposed setback. Shrub species were selected in accordance with the provisions of the City's "Criteria for the Protection of Environmentally Sensitive Areas" design manual. The planted riparian assemblage would contribute nutrient inputs and temperature regulation to downstream reaches of the watercourse.

Additional measures to protect the EMA throughout the works would be followed. These include following Best Management Practices<sup>1</sup> for works adjacent to the watercourse.

\_\_\_\_\_

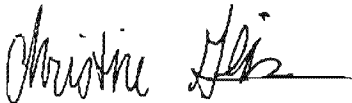
<sup>1</sup> BC Ministry of Water, Land and Air Protection. 2004. Standards and Best Practices for Instream Works. Produced by Biodiversity Branch of the Ministry of Water, Land and Air Protection. Victoria, BC. 168p.

The proposed duplex at 6433 Dyke Road would occur within an Environmentally Sensitive Area associated with a channelized stream that delineates the south perimeter of the subject property. Consequently, a 10 metre (m) setback from the high-water mark is proposed, as per the detailed methodology of the provincial Riparian Areas Regulation. A 2 m variance to the 10 m setback is requested. To offset the 2 m setback loss, riparian habitat enhancements are proposed, comprising planting native shrubs, to contribute nutrients and temperature regulation to downstream fish habitat.

Please contact me at (604) 451-0505 or at [gibson@envirowest.ca](mailto:gibson@envirowest.ca) should you have comments or questions regarding this correspondence.

Sincerely,

ENVIROWEST CONSULTANTS INC.



Christie Gibson, B.I.T.  
Project Biologist

CWG

Attachments:

- A. Aerial Representation
- B. Site Photographs
- C. Envirowest Drawing No. 1750-01-01 "Landscape Plan" (December 04, 2012)

Copy: Johnny Leung

**ATTACHMENT A**  
**Aerial Representation**



REFERENCE DRAWINGS  
2003 Air photo From City of Richmond.

JOHNNY LEUNG CONSULTANTS AND  
ASSOCIATES

6433 DYKE ROAD  
Richmond, BC



envirowest consultants inc.

Suite 120 - 3700 North Fraser Way  
Burnaby, British Columbia  
Canada V5J 5H4  
office: 604-451-0005  
facsimile: 604-451-0057

www.envirowest.ca

AERIAL PHOTO

DESIGN CG	DRAWN SCM	CHECKED NW	DATE 00	REVISION 00
SCALE 1:500			DRAWING NUMBER	
DATE December 04, 2012			FIGURE 1	

PLN - 234



**ATTACHMENT B**  
**Site Photographs**



Photograph 1. South view of east property line, taken from paved parking area in northeast corner; existing Himalayan blackberry within southeast corner proposed to be replaced with native shrubs (October 15, 2012).



Photograph 2. North view of property and frontage ditch; predominant vegetation within the property is Himalayan blackberry, grasses and black cottonwood saplings; ditch vegetation predominated by cattail (November 05, 2012).





Photograph 3. West view of frontage ditch; adjacent property has pedestrian pathway, manicured lawn and planted ornamental species within and adjacent to the ditch (November 05, 2012).



Photograph 4. East view of frontage ditch; predominance of Himalayan blackberry visible within southeast corner of property and extending around a headwall; this area proposed to be enhanced with native shrubs, in addition to areas within proposed setback (November 05, 2012).

---

**Attachment B: Site Photographs**

**Mr. Andrew Appleton, City of Richmond**

**Proposed Residential Development at 6433 Dyke Road, Richmond**

**Proposed Setbacks and Riparian Enhancement**

**December 05, 2012**

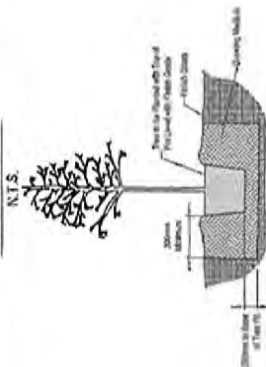
ATTACHMENT C  
Envirowest Drawing No. 1750-01-01 "Landscape Plan" (December 04, 2012)



# PLANT SPECIES LIST AND SPECIFICATIONS

SYMBOL	COMMON NAME	Latin Name	NUMBER	COMMENTS
1	Red Maple	Acer rubrum	2	no. 2 pot densely branched
2	Black Redstart	Geothlypis trichas	8	no. 2 pot densely branched
3	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
4	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
5	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
6	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
7	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
8	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
9	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
10	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
11	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
12	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
13	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
14	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
15	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
16	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
17	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
18	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
19	Redstart	Geothlypis trichas	8	no. 2 pot densely branched
20	Redstart	Geothlypis trichas	8	no. 2 pot densely branched

## TYPICAL CONTAINER (No. 7 POT) TREE PLANTING DETAIL N.T.S.

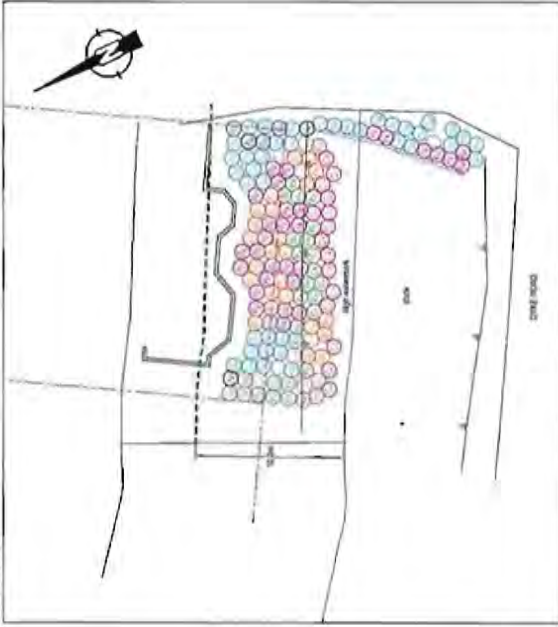


REFERENCE COMMENTS:  
Email: Project RFP package 10-14-12.pdf, Received October 23, 2012, Johnny KYLE, Loring Architects.

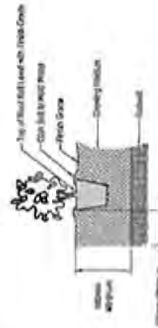
## GENERAL LANDSCAPE SPECIFICATIONS

- The planting and the planting of each landscape area to be in accordance with the design landscape plan and the landscape plan.
- The planting and the planting of each landscape area to be in accordance with the design landscape plan and the landscape plan.
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PLAN  
SCALE 1:150



## TYPICAL CONTAINER SHRUB AND No. 2 POT TREE PLANTING DETAIL N.T.S.



ORIGINAL

JOHNNY LEUNG CONSULTANTS AND  
ASSOCIATES  
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Richmond, BC

envirowest consultants inc.



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Burnaby, British Columbia  
Canada V5A 1Z9  
Tel: 604-435-1234  
Fax: 604-435-1235  
www.envirowest.ca

LANDSCAPE PLAN

DESIGN	DATE	BY	DATE
1/10	1/10	1/10	1/10
1/10	1/10	1/10	1/10
1/10	1/10	1/10	1/10

1750-01-01

[illegible]

The diagram illustrates a tree with various labeled parts. At the top is the 'Canopy' with a 'Study Area' highlighted in a shaded region. Below the canopy is the 'Stem' and at the bottom is the 'Root System'. A vertical line on the left side of the tree is labeled 'N.T.S.' (Not To Scale). A horizontal line at the bottom is labeled 'Ground Surface'.

[illegible][illegible]

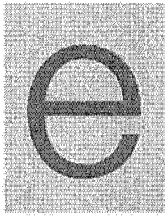
6433 DYKE ROAD  
Richmond, BC



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1000, New York, NY 10018  
Tel: 212 692 1010  
Fax: 212 692 1011  
E-mail: [info@julius101.com](mailto:info@julius101.com)

DATE	1750-01-01
TIME	01
LOCATION	1750-01-01
NAME	1750-01-01
ADDRESS	1750-01-01
CITY	1750-01-01
STATE	1750-01-01
COUNTRY	1750-01-01
ZIP	1750-01-01
PHONE	1750-01-01
FAX	1750-01-01
E-MAIL	1750-01-01
WEBSITE	1750-01-01
OTHER	1750-01-01

REVISED



# envirowest consultants inc.

Suite 101 - 1515 Broadway Street  
Port Coquitlam, British Columbia  
Canada V3C 6M2  
604-944-0502

June 19, 2013

Mr. Johnny Leung  
Johnny W.W. Leung Architect  
8879 Selkirk Street,  
Vancouver, B.C., V6P 4J6

Dear Sir,

**RE: 6433 DYKE ROAD, RICHMOND  
COST ESTIMATE – HABITAT AREA**

We have estimated costs associated with the landscaping of the Habitat Protection Area. Reference is made to Envirowest Drawings 1750-01-01 Revision 01 "Landscape Plan" (June 5, 2013). Items are summarized below not including taxes.

Item	Quantity	Unit Cost	Total Cost
Trees and Shrubs – No. 2	158	\$9.00	\$1,422.00
Labour – No. 2	158	\$5.00	\$790.00
Misc. (soil, seeding)	L/S	\$1,300.00	\$1,300.00
Gravel Pathway	L/S	\$3,000.00	\$3,000.00
Maintenance	2	\$1,000.00	\$2,000.00
Monitoring	2	\$500.00	\$1,000.00
<b>Sub Total</b>			<b>\$9,512.00</b>
Pathway including Pavers would require an additional \$800.00			
<b>Total</b>			<b>\$10,312.00</b>

I trust this information meets your needs. Please call me at 604-944-0502 should you have any questions.

Yours truly,  
**ENVIROWEST CONSULTANTS INC.**

Pete Willows  
Environmental Technician

PJW

copy Ian Whyte                      Envirowest Consultants Inc.  
Christie Gibson                      Envirowest Consultants Inc.



# City of Richmond

## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 6433 Dyke Road

**File No.:** RZ 13 - 631467

**Prior to final adoption of Zoning Amendment Bylaw 9028 , the developer is required to complete the following:**

1. Dedication of 27.18 m<sup>2</sup> for road along the north-east frontage.
2. Registration of a 0.6 m wide statutory right-of-way for public access / boulevard along the east property line. The City of Richmond will assume maintenance and liability for the right-of-way area.
3. Submission of a Habitat Restoration Plan / Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should reflect the recommendations of the December 5, 2012 report as prepared by Envirowest Consulting, and match the recommended planting plans in the report.
4. Submission of a Contract entered into between the applicant and a Qualified Environmental Professional (QEP) for supervision of any on-site works conducted within the riparian setback / protection zone. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the QEP to submit a post-construction assessment report to the City for review.
5. Submission of a Landscaping Survival Security to the City in the amount of \$10,312 for the gravel walkway and the planting to be done within the riparian area. The security shall be retained for two years. The City of Richmond Parks Department will assume maintenance and liability for the gravel walkway area.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Discharge of Restrictive Covenant BP005925, which specifies a minimum habitable elevation of 2.6 m GSC for flood protection purposes.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
9. Registration of a 6.0 m wide statutory right-of-way for dike access along the south property line.
10. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the proposed two-unit developments (i.e. \$3,745) to the City's Affordable Housing Reserve Fund.
11. Submission of building permit-ready set of house plans, in accordance with the drawings attached as Attachment 4 to the Report to Committee dated June 21, 2013.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Provide Service Connection Designs for the proposed water, storm & sanitary connections.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
5. A work order will be required for any improvements within the dedicated road area for Princess Lane.

PLN - 242



**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9028 (RZ 13 - 631467)  
6433 Dyke Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
  - i. Inserting the following after Section 16.3:
    - 16.4 Heritage Two-Unit Dwelling (ZD4) – London Landing (Steveston)**
      - 16.4.1 Purpose**

The zone provides for a heritage-style two-unit dwelling.
      - 16.4.2 Permitted Uses**
        - housing, two-unit
      - 16.4.3 Secondary Uses**
        - boarding and lodging
        - home business
      - 16.4.4 Permitted Density**
        1. The maximum density is one two-unit housing unit.
        2. The maximum floor area ratio is 0.70, together with 0.1 floor area ratio which must be used exclusively for covered areas of the principal building which are open on one or more sides.
      - 16.4.5 Permitted Lot Coverage**
        1. The maximum lot coverage is 50% for buildings.
        2. No more than 80% of a lot may be occupied by buildings, structures and non-porous surfaces.
        3. 20% of the lot area is restricted to landscaping with live plant material.
      - 16.4.6 Yards & Setbacks**
        1. The minimum front yard is 6.5 m, except that entry stairs may project into the front yard for a distance of no more than 1.5 m.
        2. The minimum west side yard is 3.0 m.
        3. The minimum east side yard is 2.2 m, except that entry stairs may project into the east side yard by no more than 1.0 m.

4. The minimum north-east **side yard** is 1.5 m.
5. The minimum **rear yard** is 6.0 m.
6. **Porches, balconies, bay windows, and cantilevered roofs** forming part of the **principal building** may project into the **exterior side yard** and **side yard** for a distance of not more than 0.6 m.

**16.4.7 Permitted Heights**

1. The maximum **height** for **principal buildings** is 12.5 m, but containing not more than 2 habitable **storeys**.
2. The maximum **height** for **accessory structures** is 4.0 m.

**16.4.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot area** is 500.0 m<sup>2</sup>.
2. There are no minimum **frontage, lot width** or **lot depth** requirements.

**16.4.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

**16.4.10 On-site Parking & Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

**16.4.11 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **HERITAGE TWO-UNIT DWELLING (ZD4) – LONDON LANDING (STEVESTON)**.

P.I.D. 024-669-750

Lot 4 Section 18 Block 3 North Range 6 West New Westminster District Plan  
LMP44643

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9028".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 





**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** July 4, 2013  
**File:** RZ 11-566630

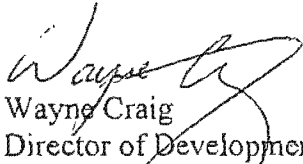
**Re:** Application by Dava Developments Ltd. for Rezoning at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road from Light Industrial (IL) to Auto-Oriented Commercial (CA)

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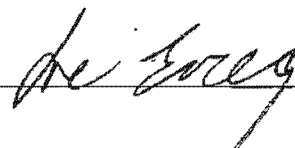
**Staff Recommendation**

1. That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:
  - a) In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Commercial"; and
  - b) In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;be introduced and given first reading.
2. That Bylaw 9041, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the "CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading.
5. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.

  
Wayne Craig  
Director of Development

SB:kt  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Dava Developments Ltd. has applied to the City of Richmond to rezone 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road in the City Centre's Bridgeport Village from Light Industrial (IL) to Auto-Oriented Commercial (CA) to permit the construction of a low rise low density commercial development (**Attachments 1 & 2**). More specifically, the proposed rezoning provides for the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two commercial two-storey buildings totalling approximately 2,360 m<sup>2</sup> (25,400 ft<sup>2</sup>).

The application includes amendments to the 2041 Official Community Plan (OCP) and City Centre Area Plan (CCAP) to amend the land use designation of the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west and to amend the area designated for park purposes within the Bridgeport Village area. The block includes the subject site and the neighbouring site to the north at 2651 No. 3 Road (**Attachment 3**).

The application also includes a recommendation to abandon Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, to relocate the CCAP park designation from the entire block noted above, eastward to Smith Street. The Bylaw received first reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application and associated OCP amendments.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 4**).

### Surrounding Development

The subject site is situated in the Bridgeport Village – a transitional City Centre area designated for medium-density, mid and high-rise, business, entertainment, hospitality, arts, transportation hub uses. The Bridgeport Village also includes a pedestrian-oriented retail high street along No. 3 Road and an industrial reserve east of Great Canadian Way. The subject shallow site is vacant, but contains a significant London Plane tree and the Canada Line overhead guide way, supporting columns and associated substation. Development in the vicinity of the subject site includes:

To the North: a strata-titled one-storey light industrial building zoned Light Industrial (IL). Further north, across River Road, is the casino parking structure.

To the East: across No. 3 Road, is a mix of low rise industrial uses zoned Light Industrial (IL).

To the South: across Bridgeport Road, a rezoning application is under review (RZ 13-628557) for a mid-rise mixed-use development at 8320, 8340, 8440 Bridgeport Road and 8311, 8351 Sea Island Way.

To the West: across the rear lane, is a mix of low rise industrial uses zoned Light Industrial (IL). Further west, across River Road, a rezoning application is under review (RZ 12-598104) for a multi-phase mixed-use development of up to 4 million square feet of floor space on the land and foreshore at Duck Island (River Road); 8351 River Road and 8411, 8431, 8451 West Road.

### **Related Policies & Studies**

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g. Aircraft Noise Sensitive Development). An overview of these policies is provided in the "Analysis" section of this report.

### **Consultation & Public Input**

- a) Ministry of Transportation & Infrastructure (MOTI): Consultation with MOTI is required due to the proximity of Bridgeport Road, a roadway under Provincial jurisdiction. MOTI staff have reviewed the proposal on a preliminary basis and final MOTI approval is required prior to rezoning adoption.
- b) Ministry of Environment (MOE): The Ministry of Environment (MOE) has issued instruments indicating that the subject site is not contaminated in that standards for commercial land use have been met.
- c) South Coast British Columbia Transportation Authority (TransLink): The applicant has entered into a formal review process with Translink regarding the development proposal and associated Servicing Agreement for public road and infrastructure works. Translink staff have advised that formal comments will be provided to the City when the review is complete. Final confirmation that Translink does not have concerns associated with the development proposal is required prior to rezoning adoption.
- d) School District: This application was not referred to School District No. 38 (Richmond) because it does not include any residential uses. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application does not include any dwelling units as new residential uses are prohibited in this CCAP high aircraft noise area.
- e) Neighbours: The applicant has consulted with its neighbours along No. 3 Road and across the rear lane, regarding the subject development and the proposal to block the lane connection to Bridgeport Road. No concerns have been received.
- f) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the subject application had been received. The statutory Public Hearing will provide local property owners and other interested parties with additional opportunity to comment.



## Staff Comments

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TIA), staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations (**Attachment 5**).

## Analysis

Dava Developments Ltd. has applied to the City of Richmond to rezone the subject 6,246.6 m<sup>2</sup> (1.54 ac) shallow site fronting onto No. 3 Road that was part of the Canada Line land assembly, and sold for private development after the Canada Line construction was completed. The Canada Line alignment is located along the rear of the property and crosses over the northern portion of the property and then over No. 3 Road. The Light Industrial (IL) zoned land is vacant save for the Canada Line overhead guideway, supporting columns and associated substation. The purpose of the OCP amendments and rezoning is to permit the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two (2) commercial two-storey buildings totalling approximately 2,360 m<sup>2</sup> (25,400 ft<sup>2</sup>) (**Attachment 6**). The subject development is notable for the challenges of developing in such close proximity to the Canada Line and is a gateway to the development lands west of No. 3 Road along the river.

The CCAP designates the Bridgeport Village for medium-density, mid- and high-rise, business, entertainment, hospitality, arts, transportation hub uses along with an industrial reserve east of Great Canadian Way and pedestrian-oriented retail high street along No. 3 Road.

The CCAP designates the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west, as a Neighbourhood Park (Future to 2031). The park designation applies to the subject site and the neighbouring site to the north at 2651 No. 3 Road.

In 2009, staff recommended relocating the park designation from No. 3 Road eastward to Smith Street. The associated Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, Received First Reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010. In response to the 2009 proposal, at the Public Hearing on June 21, 2010 Council indicated that:

- The proposed park location on Smith Street would place unreasonable hardship on existing small businesses.
- It was premature to locate the park until development of the area had progressed to a point where the City can better understand local park needs and, based on that, where park space should be located.

Staff recommend that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned. The Bylaw failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application.

Based on Council's comments, staff recommend that the existing park designation along the west side of No. 3 Road be replaced with an "orange diamond" to indicate "Neighbourhood Park (Future to 2013) – Configuration & Location to be Determined". An "orange diamond" would be added to the Bridgeport Village map in the vicinity of No. 3 Road. The configuration, location and timing of the park will depend on the level of local development activity and related park demand.

The current "Park" designation along the west side of No. 3 Road will be removed and the affected lots will be designated as per the existing designation of adjacent lands to the north, south, east and west:

- To "Commercial" in the City of Richmond 2041 OCP Land Use Map.
- To "Urban Centre T5 (45 m)" (2 FAR) and "Village Centre Bonus" (1 FAR) in the CCAP.

The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west.

Staff's review of the proposed development shows it to be consistent with City policies and supportive CCAP objectives for the Bridgeport Village, as indicated below:

a) Sustainable Development:

- ***District Energy Utility (DEU):*** The small low density site is not required to be "DEU-ready" as the estimated heating demand (primary demand would be cooling) would be too low to make it economical at this time.
- ***Leadership in Energy and Environmental Design (LEED):*** The CCAP requires that all rezoning applications greater than 2,000 m<sup>2</sup> in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage.
- ***Tree Protection:*** Richmond's Tree Protection Bylaw is intended to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm dbh (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as they have agreed to save the only existing tree on the site, the significant London Plane at the intersection of No. 3 Road and Bridgeport Road. The tree is large (approximately 1.2 m dbh), in excellent health and a highly visible location. Confirmation of a contract with a registered Arborist for the protection of the tree is a requirement of rezoning. The Arborist needs to be involved in any planned work within the trees' dripline.

- ***Flood Management Strategy:*** In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the commercial development will have a minimum elevation of 0.3 m above the crown of the fronting street to maintain accessibility and commercial vibrancy along this shallow site. Registration of a flood indemnity covenant is a requirement of rezoning.
  - ***Aircraft Noise Sensitive Development (ANSD):*** The subject site is situated within ANSD "Area 1a", which prohibits new ANSD uses (e.g. residential, child care), and requires that a restrictive covenant be registered on title, including information to address aircraft noise mitigation and public awareness. The proposed development complies with the policy. Registration of an aircraft noise indemnity covenant is a requirement of rezoning.
- b) **Public Art:** The developer has agreed to participate in the City's Public Art Program. A voluntary contribution of approximately \$12,156, based on \$0.41 per buildable square foot, to the City's Public Art fund as a condition of rezoning.
- c) **Infrastructure Improvements:** The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend and the developer has agreed to the following:
- ***Road Network Improvements:*** the developer shall be responsible for road dedications and statutory right-of-ways (e.g., new Douglas Road, No. 3 Road widening, functional rear lane); the design and construction of: new Douglas Road, a functional rear lane, extension of bike routes and pedestrian walkways, pre-ducting for a signal at No. 3 Road and Douglas Street; and traffic signal improvements for an added advanced southbound left turn signal phase at No. 3 Road and Sea Island Way.
  - ***Engineering Improvements:*** The developer shall be responsible for the design and construction of required storm sewer upgrade, pre-ducting for private utilities, servicing of road works, coordination of works with MOTI, Kinder Morgan and Translink, and related improvements, as determined to the satisfaction of the City.
  - The developer is required to enter into a Servicing Agreement for the design and construction of the required road network and engineering works prior to rezoning adoption. Opportunities for Development Cost Charge (DCC) credits will be reviewed as part of the SA.
- d) **Form of Development:** The developer proposes to construct a two-storey, low density, commercial development, including ground level retail on a prominent site located in the Bridgeport Village. The site will be subdivided by the new Douglas Street. The site includes significant Canada Line infrastructure, including a substation, and guideway with supporting columns running along the west edge of the site and crossing over the north edge of the site. The developer's proposed form of development generally conforms to the CCAP and its Development Permit (DP) guidelines although at a significantly lower density to address the constraints and opportunities of its site.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At DP stage, among other things, the following will be addressed:

- Detailed architectural, landscaping and open space design.
  - Explore opportunities to create vibrant retail streetscape that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings.
  - Refine decorative rooftop concept, taking into consideration how the low two-storey rooftop will be viewed from Canada Line trains and future potential surrounding taller development.
  - Demonstration of LEED Silver (equivalency) or better.
  - Identified minimum 6.7 m internal drive aisle width triggers a variance that is supported by Transportation based on the modest size of the development and associated amount of traffic generated.
  - Vehicle and bicycle parking; truck loading; garbage, recycling and food scraps storage and collection; and private utility servicing.
- e) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case for the subject application, the CCAP permits those roads to be dedicated without any reduction to the developer's buildable floor area. In order to implement this CCAP policy in respect to the new portion of Douglas Street west of No. 3 Road, as part of the subject rezoning, minor amendments are proposed to the CA zone specific to the subject site to allow for a higher density after road dedication.
- f) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$7,412, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

#### **Financial Impact or Economic Impact**

None.



**Conclusion**

The subject development is consistent with Richmond's objectives for the Bridgeport Village, as set out in the City Centre Area Plan (CCAP) and proposed OCP amendments. The proposed low-rise project, pedestrian-oriented streetscapes, intersection improvements, Douglas Road extension and frontage improvements for pedestrians, bicycles, and vehicles will assist in making Bridgeport Village a transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaws.



Sara Badyal, M. Arch, MCIP, RPP  
Planner 2



Terry Crowe  
Manager, Policy Planning

SB:kt

**Attachments**

1. Location Map
2. Aerial Photograph
3. City Centre Area Plan Specific Land Use Map: Bridgeport Village (2031)
4. Development Application Data Sheet
5. Rezoning Considerations
6. Development Concept







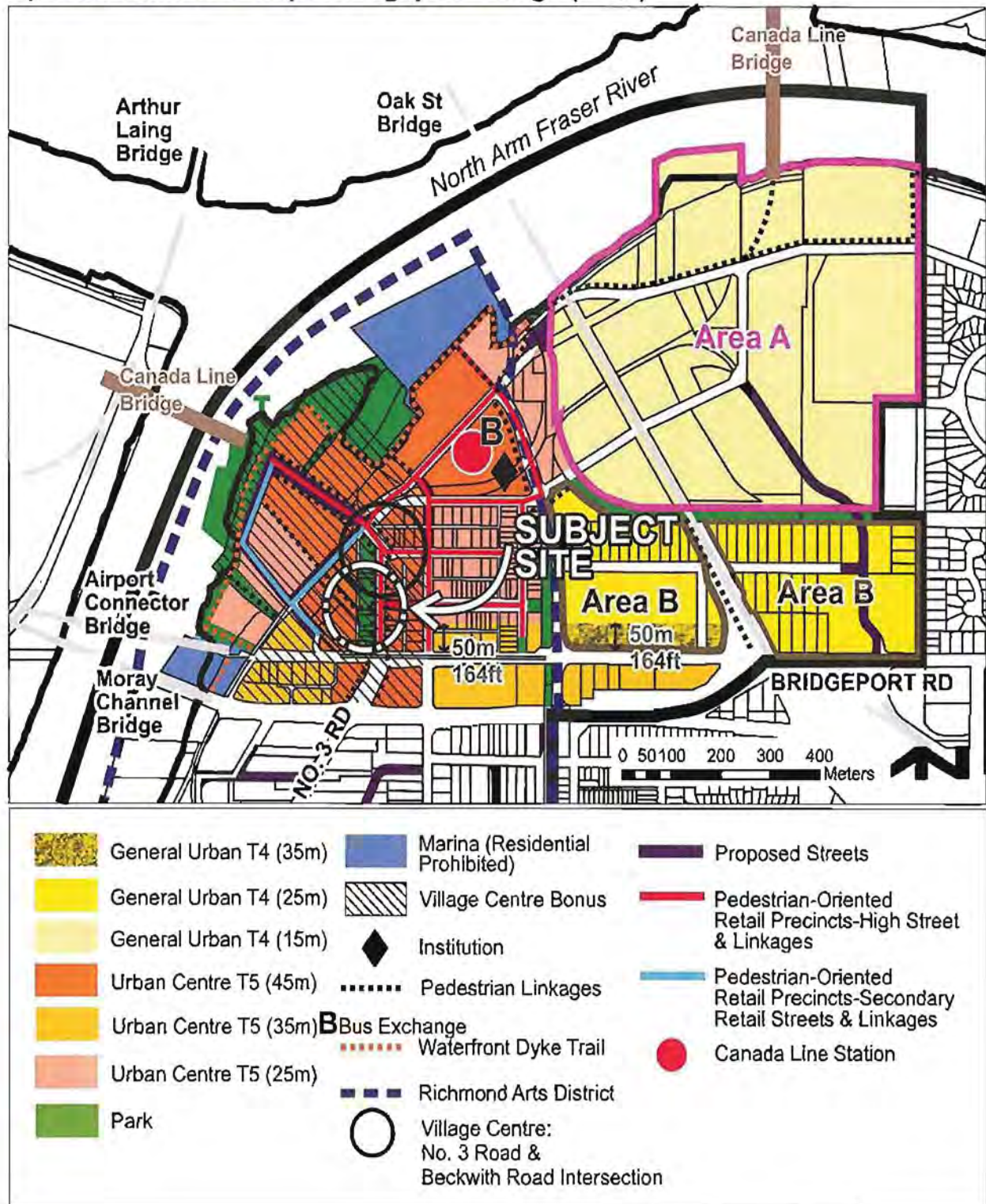
RZ 11-566630

Original Date: 03/22/11

Revision Date: 06/23/13

Note: Dimensions are in METRES



**Specific Land Use Map: Bridgeport Village (2013)**





**RZ 11-566630**

**Attachment 4**

Address: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road

Applicant: Dava Developments Ltd.

Planning Area(s): Bridgeport Village (City Centre)

	Existing	Proposed
Owner:	675249 B.C. Ltd., Inc. No. BC0675249	Same
Site Size (m <sup>2</sup> ):	6,246.6 m <sup>2</sup>	North Parcel: 2,555.6 m <sup>2</sup> South Parcel: 2,953.5 m <sup>2</sup> Road Dedication: 737.6 m <sup>2</sup>
Land Uses:	Vacant	Commercial
OCP Designation:	Park	Commercial
Area Plan Designation:	Park	Urban Centre T5 (45m)
Zoning:	Light Industrial (IL)	Auto-Oriented Commercial (CA)
Number of Units:	Nil	Two (2) two-storey multi-unit commercial buildings

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	North Parcel: 0.37 FAR South Parcel: 0.54 FAR Total Net: 0.46 FAR	None permitted
Lot Coverage – Building:	Max. 50%	North Parcel: 20% South Parcel: 32%	None
Setbacks: No. 3 Road Bridgeport Road Douglas Street Rear Lane North Rear Yard	Min. 3.0 m	3 m 10 m 3 m 18 m 22 m	None
Height:	45 m for Hotels 12 m	12 m	None
Off-street Parking Spaces:	84	84	None



## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971  
and 2991 No. 3 Road

**File No.:** RZ 11-566630

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 9041.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Confirmation that there are no South Coast British Columbia Transportation Authority (TransLink) concerns regarding the proposed development and Servicing Agreement.
4. Consolidation of all the lots into two development parcels.
5. Road dedication:
  - a) Douglas Street – 20 m wide road dedication required along the entire south property line of 2811 No. 3 Road
  - b) Corner cuts required:
    - (1) 4m x 4m corner cuts at the northwest and southwest corners of No. 3 Road and future Douglas Street.
    - (2) 3m x 3m corner cuts at the northeast and southeast corners of future Douglas Street and the rear lane.
    - (3) 4m x 4m corner cut required at the No. 3 Road and Bridgeport Road intersection, measured from the new PROP line as identified in 6(a) below.
6. The granting of statutory PROP rights-of-way, City maintenance and liability:
  - a) No. 3 Road – 3 m wide PROP required along entire the No. 3 Road frontage for a new 3 m wide sidewalk.
  - b) Rear Lane – Provide the necessary PROP within the development site to upgrade to a functional lane (e.g. approximately 6m where feasible).
7. Registration of a flood indemnity covenant on title.
8. Registration of an aircraft noise indemnity covenant on title.
9. City acceptance of the developer's offer to voluntarily contribute \$45,531 for sanitary sewer upgrades and \$14,550 for pump station upgrades (2253-10-000-14912-0000), resulting from the impact of the increase in density from the City's 2041 OCP related to the site, on the sanitary system's capacity for future developments within the catchment.
10. City acceptance of the developer's offer to voluntarily contribute \$0.41 per buildable square foot (e.g. \$12,156) to the City's public art reserve fund (7750-80-000-00000-0000).
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per buildable square foot (e.g. \$7,412) to the City's community planning reserve fund.
12. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
13. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of road network improvements, engineering infrastructure improvements, including, but not be limited to:
  - a) The protection and retention of the existing London Plane tree.
  - b) No. 3 Road frontage improvements – Upgrade with new 3 m wide sidewalk at its ultimate location in the new 3 m wide PROP, landscaped boulevard behind the existing curb, and pre-ducting for private utilities.

- c) Bridgeport Road frontage improvements – Upgraded with new 2.5 m wide sidewalk at the existing property line, and landscaped boulevard between sidewalk and existing curb.
- d) Douglas Street – New road with 20 m wide road cross-section, between No. 3 Road and the north-south lane, flanked with 2.5 m wide sidewalks, 1.35 m landscaped boulevards, and complete with signal pre-ducting at No. 3 Road and Douglas Street.
- e) Rear Lane - Upgrade to a functional lane (e.g. approximately 6 m where feasible with appropriate drainage and lighting), with traffic barrier to close the existing connection to Bridgeport Road in close proximity to No. 3 Road.
- f) Signal Upgrade - Added advanced southbound left turn signal phase at No.3 Road and Sea Island Way.
- g) Storm Sewer Upgrades:
  - (1) Upgrade existing storm sewer along the No 3 Road frontage from 675 mm to 750 mm diameter (between manholes STMH9200 & STM9212).
  - (2) Upgrade existing storm sewer along the Bridgeport Road frontage from 200 mm diameter (between manholes STMH9184 & STM9179). If servicing road drainage only, upgrade to 450 mm diameter. If servicing properties, upgrade to the greater of 600 mm diameter or OCP size.
- h) Capacity analysis calculations and detail design.
- i) The developer is responsible for contacting the following for any permits, requirements and approvals:
  - (1) MOTI, for works on Bridgeport Road within their jurisdiction.
  - (2) Kinder Morgan, for works in close proximity (less than 100 m) to the jet fuel line.
  - (3) TransLink, for works in close proximity to the Canada Line guideway.
  - (4) Private utility companies, for rights-of-ways required on the development site for their equipment (i.e. vistas, kiosks, transformers, etc.). The developer is required to contact the private utility companies to learn of their requirements and incorporate the equipment into their onsite design.

**Prior to Building Permit\* Issuance, the developer must complete the following requirements:**

- 1. Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 2. Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division, including: parking for services, deliveries, workers, loading, application for any lane closures, and construction traffic controls as per Traffic Control Manual for works on Roadways (by MOTI) and MMCD Traffic Regulation Section 01570.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required.

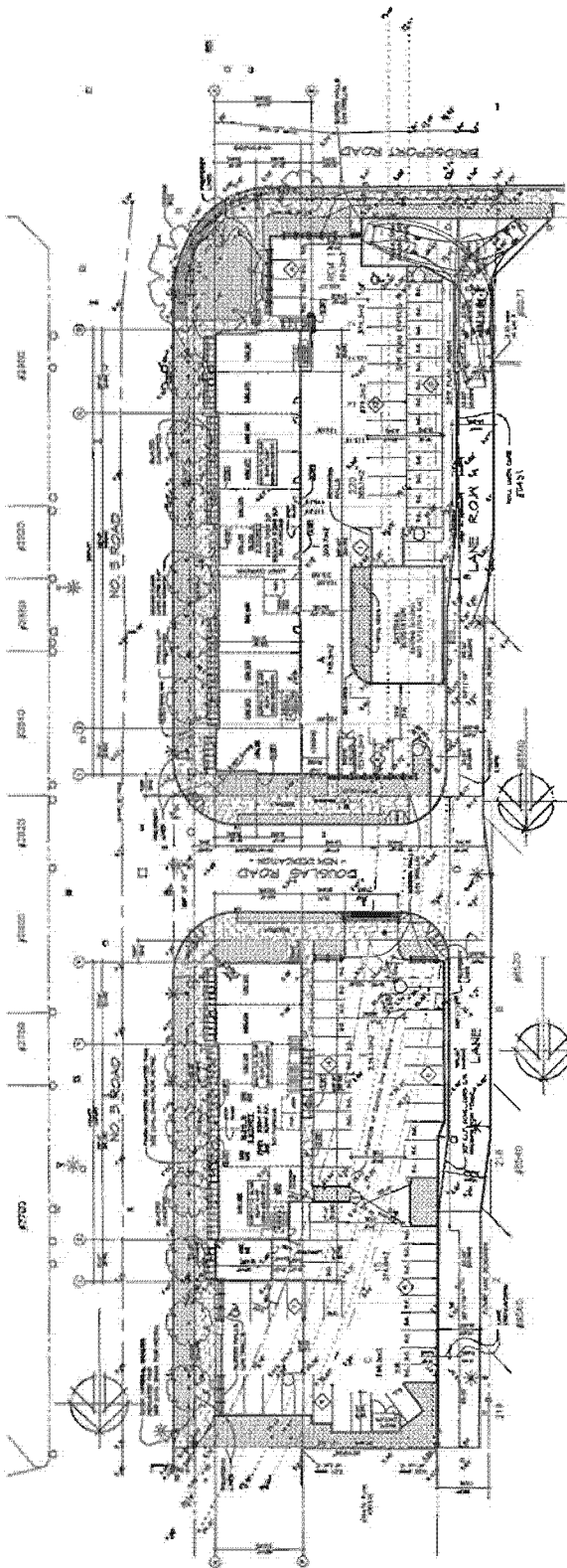
**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

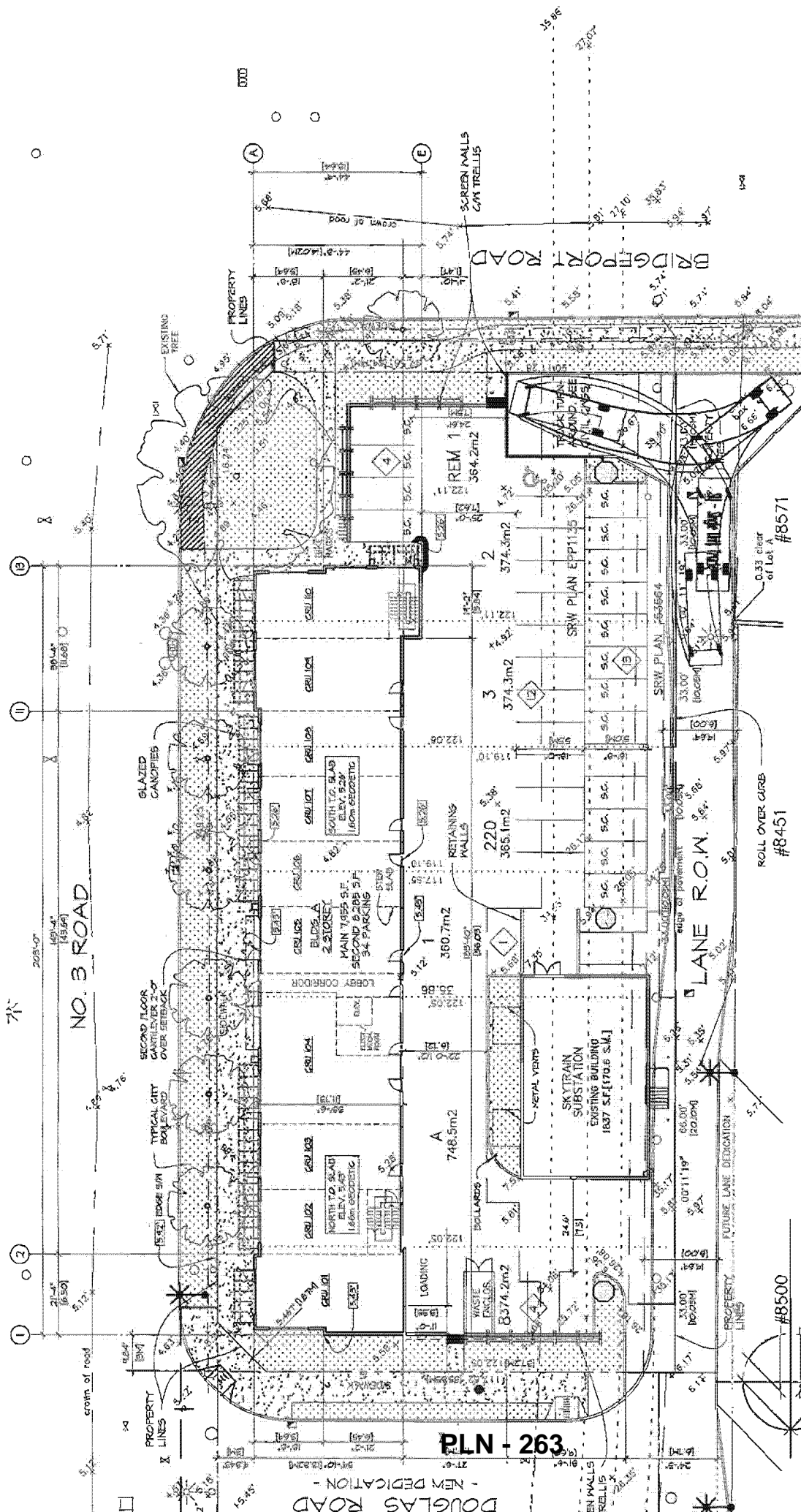
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



CONCEPT  
ONLY

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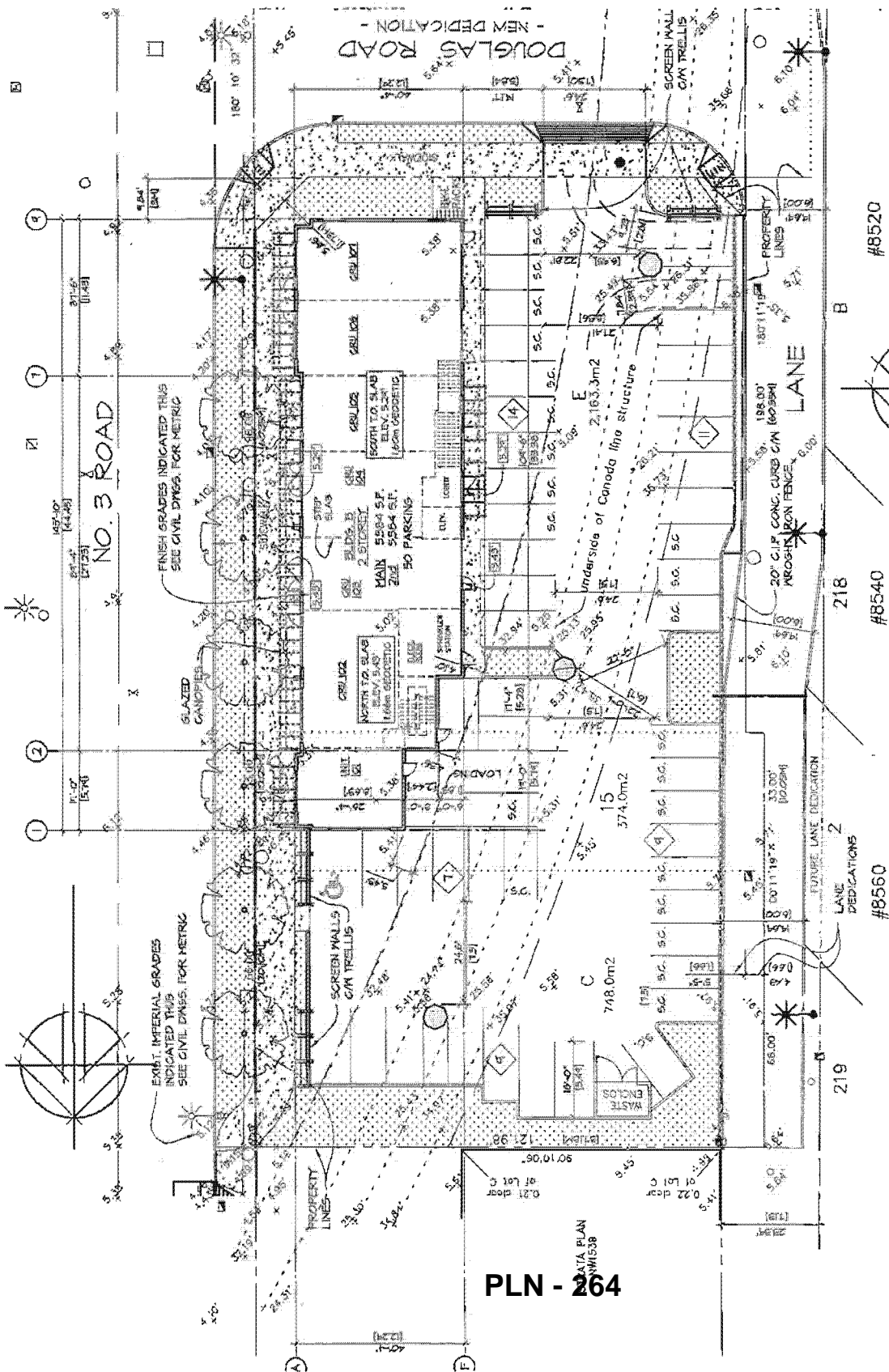
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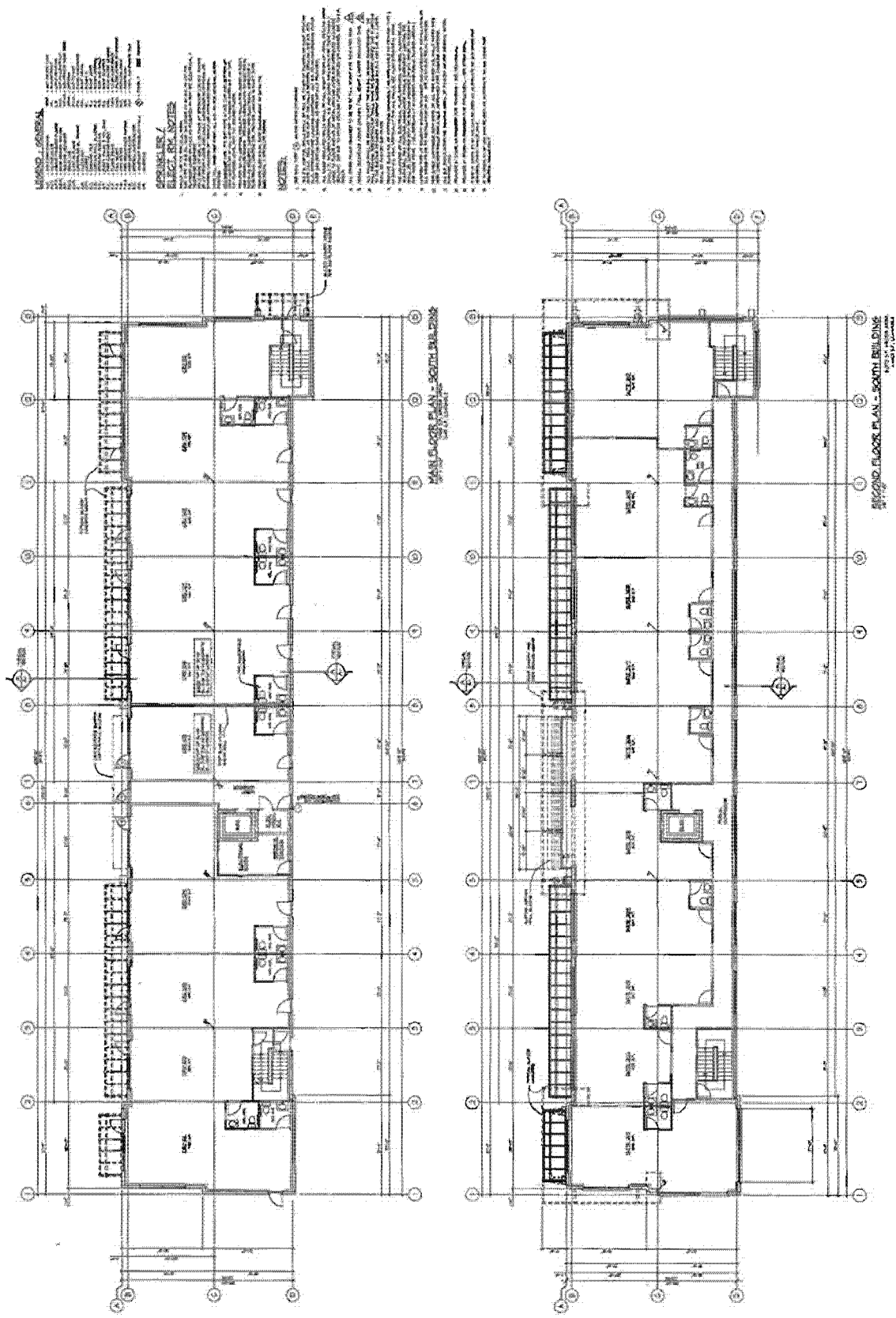
DOUGLAS ROAD - NEW DEDICATION -

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**LEGEND - GENERAL**

**SPRINKLER / ELECT. Rm. NOTES**

**NOTES**

1. ALL ROOMS SHALL BE DESIGNED TO BE 100% SMOKE-RESISTANT.

2. ALL ROOMS SHALL BE DESIGNED TO BE 100% SMOKE-RESISTANT.

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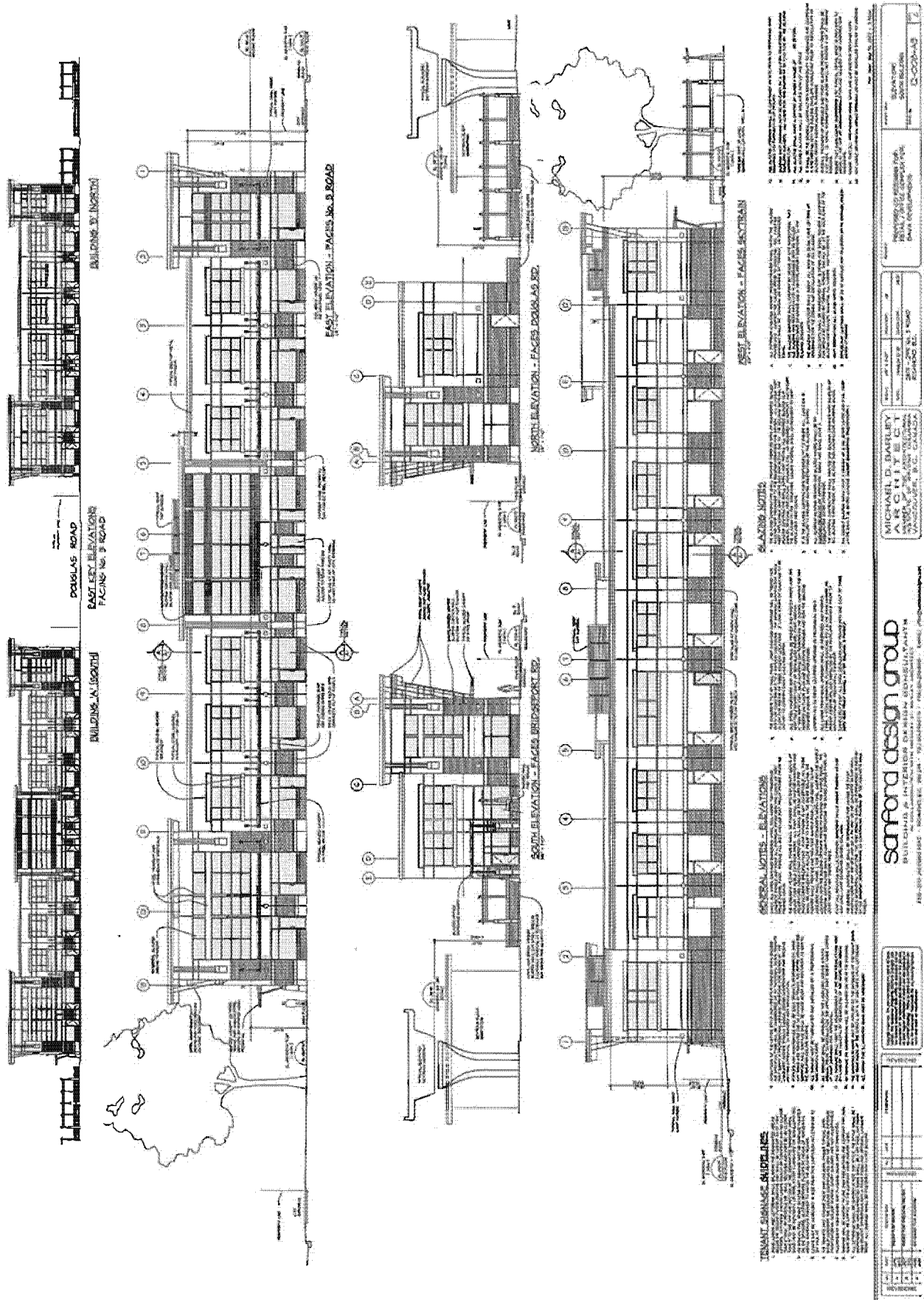
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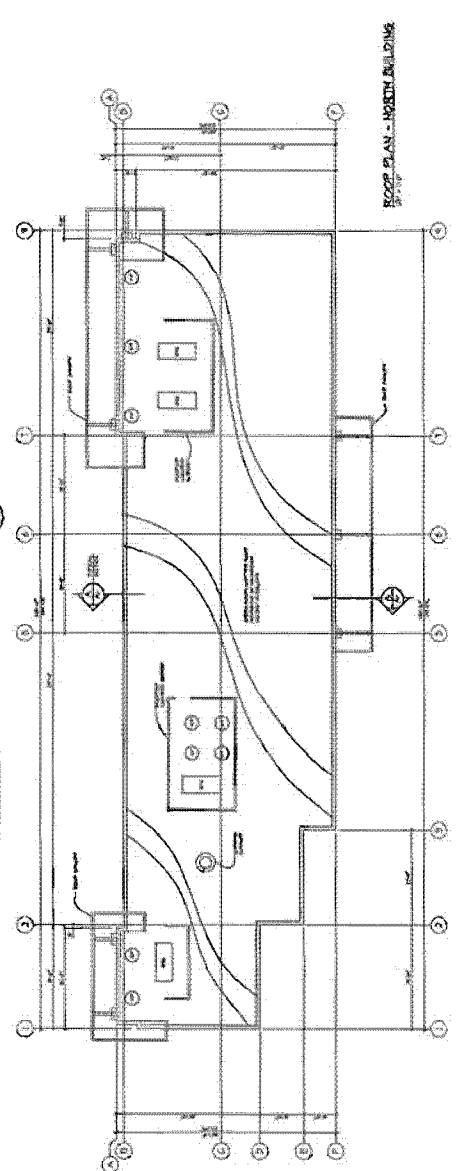
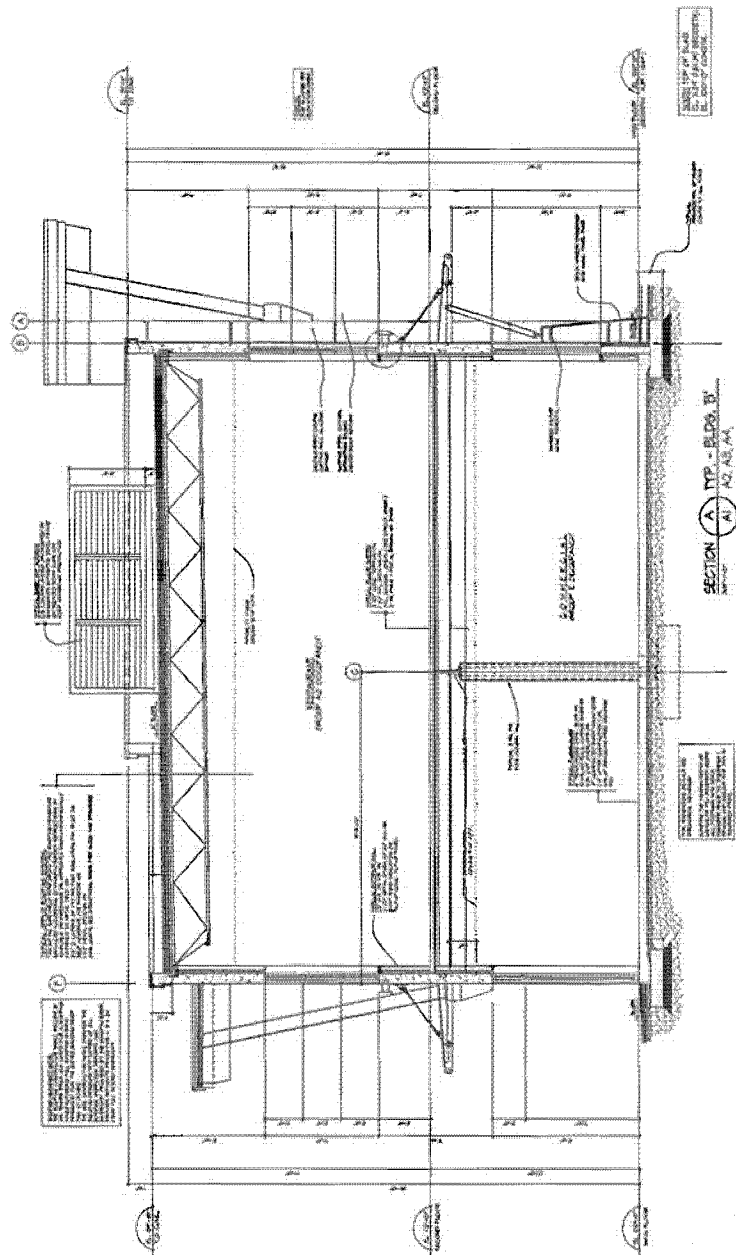
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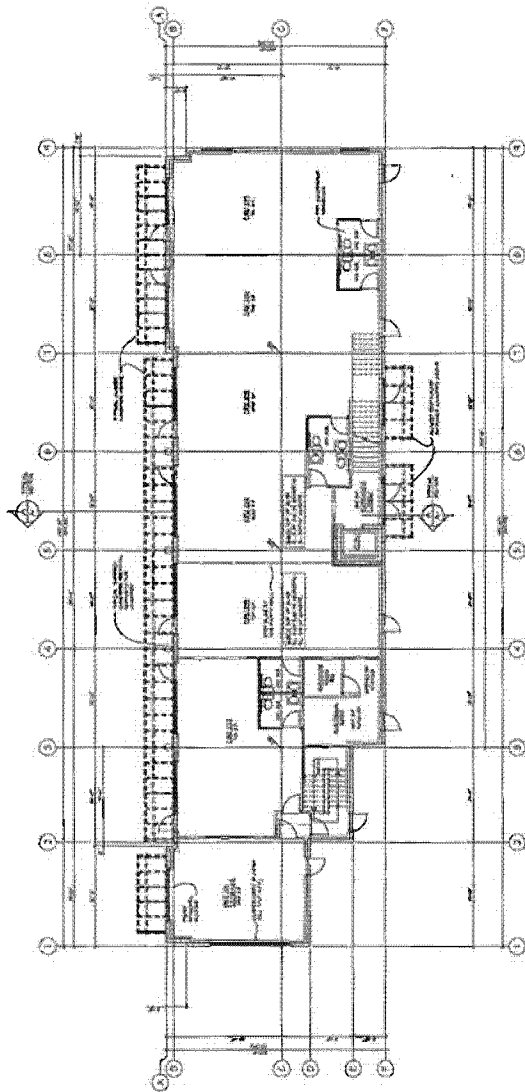
<b>sanford design group</b> 1000 10th Street, Suite 100 San Francisco, CA 94103 (415) 774-1000 www.sanforddesigngroup.com		PROJECT NO.: 1000-10 SHEET NO.: 1000-10-01 DATE: 10/10/10	DESIGNER: MICHAEL D. BARTLEY ARCHITECT: MICHAEL D. BARTLEY PROJECT: 1000-10-01	REVISIONS: 1000-10-01 1000-10-01 1000-10-01
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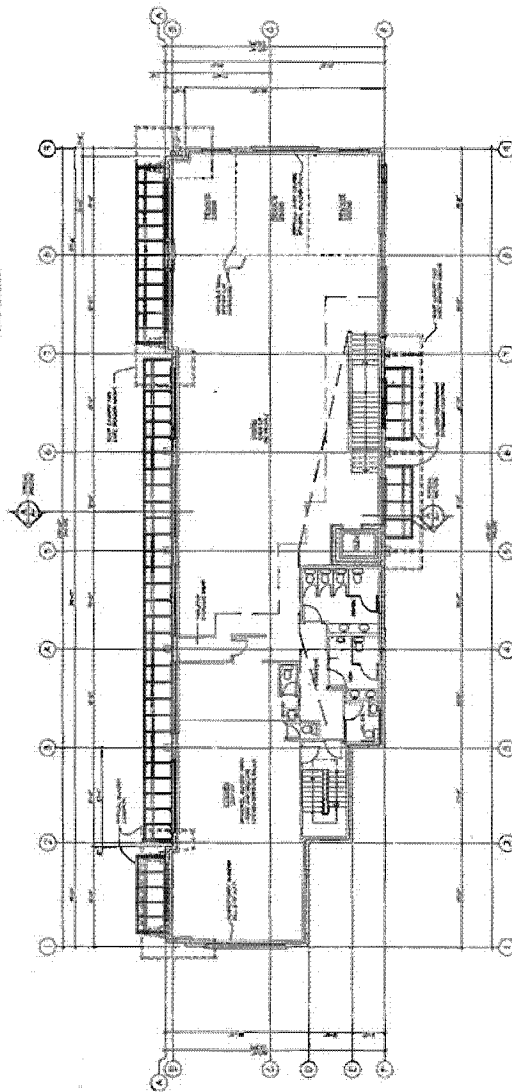




<b>sanford design group</b> BUILDING & INTERIOR DESIGN GROUP, INC. 1000 10th Avenue, Suite 1000, Denver, CO 80202 TEL: 303.733.1111 FAX: 303.733.1112 WWW.SANFORDDESIGN.COM		<b>MICHAEL D. BARTLEY</b> ARCHITECT 1000 10th Avenue, Suite 1000, Denver, CO 80202 TEL: 303.733.1111 FAX: 303.733.1112 WWW.SANFORDDESIGN.COM		PROJECT: ROOF PLAN AND SECTION CLIENT: DENVER AIRPORT DATE: 12-03-04	
JOB NO. 04-001-001 PROJECT NO. 04-001-001 DRAWING NO. 04-001-001		REVISIONS 1. 12-03-04 2. 12-03-04 3. 12-03-04		SCALE: 1/8" = 1'-0" 1/4" = 1'-0" 1/2" = 1'-0" 3/4" = 1'-0" 1" = 1'-0"	



MAIN FLOOR PLAN - NORTH BUILDING



SECOND FLOOR PLAN - NORTH BUILDING

**LEGEND / SYMBOLS**

- 1. ROOMS
- 2. WALLS
- 3. DOORS
- 4. WINDOWS
- 5. STAIRS
- 6. ELEVATORS
- 7. HALLWAYS
- 8. RESTROOMS
- 9. KITCHEN
- 10. DINING AREA
- 11. BAR
- 12. LOBBY
- 13. OFFICE
- 14. CONFERENCE ROOM
- 15. STORAGE
- 16. JANITORY
- 17. MECHANICAL
- 18. ELECTRICAL
- 19. TELEPHONE
- 20. FURNITURE
- 21. PLANTS
- 22. ARTWORK
- 23. LIGHTING
- 24. SMOKE DETECTOR
- 25. FIRE ALARM
- 26. EXIT SIGN
- 27. ELEVATOR CALL BUTTON
- 28. STAIR WELLS
- 29. STAIR HANDRAILS
- 30. STAIR CASE
- 31. STAIR LANDING
- 32. STAIR ENTRANCE
- 33. STAIR EXIT
- 34. STAIR BALCONY
- 35. STAIR RAMP
- 36. STAIR STAIRCASE
- 37. STAIR STAIRWAY
- 38. STAIR STAIRCASE
- 39. STAIR STAIRCASE
- 40. STAIR STAIRCASE

**SPRINKLER / ELEC. DIA. NOTES**

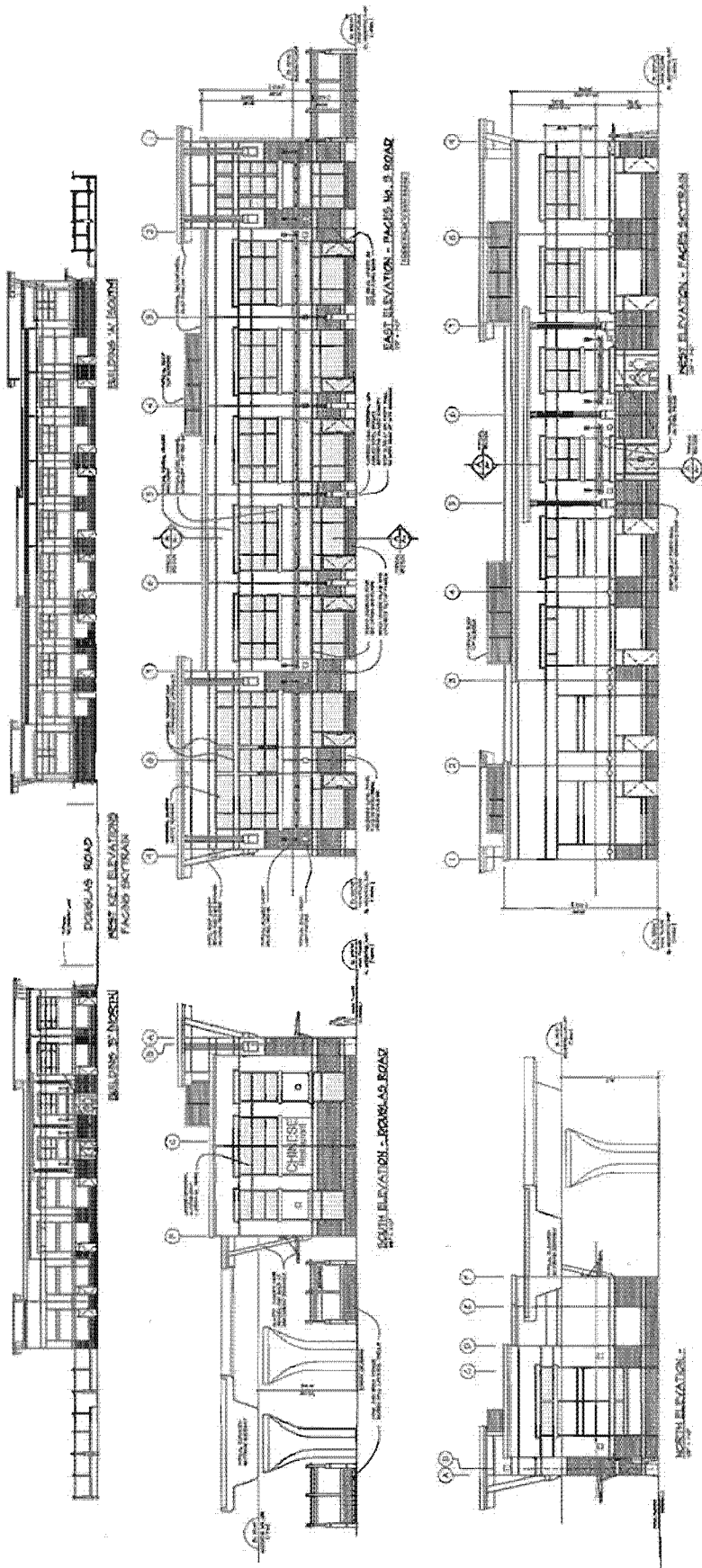
1. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 13 AND NFPA 20 CODES.

2. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 70 CODE.

**NOTES**

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 13 AND NFPA 20 CODES.
2. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 70 CODE.
3. ALL MECHANICAL SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 90A AND NFPA 90B CODES.
4. ALL PLUMBING SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 95 CODE.
5. ALL FIRE PROTECTION SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NFPA 13 AND NFPA 20 CODES.
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<b>sanford design group</b> BUILDING & INTERIOR DESIGN CONSULTANTS 1000 10TH AVENUE, SUITE 1000, DENVER, CO 80202 TEL: 303.733.1234 FAX: 303.733.1235		<b>MICHAEL D. BARTLEY</b> ARCHITECT 1000 10TH AVENUE, SUITE 1000, DENVER, CO 80202 TEL: 303.733.1234 FAX: 303.733.1235	<b>REVIEWED FOR DESIGN</b> REVISIONS DATE BY	<b>REVIEWED FOR CONSTRUCTION</b> REVISIONS DATE BY	<b>REVIEWED FOR PERMITS</b> REVISIONS DATE BY
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- GENERAL NOTES - ELEVATIONS**
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**sanford design group**

MICHAEL D. BARLEY  
ARCHITECT  
1000 S. 10TH AVE., SUITE 100  
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PROJECT: [ ] LOCATION: [ ] DATE: [ ]  
DRAWING: [ ] SCALE: [ ] SHEET: [ ]  
REVISIONS: [ ]

DATE: [ ]







**Richmond Official Community Plan Bylaws 7100 and 9000  
Amendment Bylaw 9041 (11-566630)  
2651, 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971  
and 2991 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to Schedule 1 thereof of the following area and by designating it "Commercial".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

Strata Lot 6 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 003-811-301

Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

2. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Repealing the existing land use designation in the Generalized Land Use Map (2031) thereof the following area, and by designating it "Urban Centre T5".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

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Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- b) In the Generalized Land Use Map (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".

- c) Repealing the existing land use designation in the Specific Land Use Map: Bridgeport Village (2031) thereof the following area, and by designating it "Urban Centre T5 (45 m)".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

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P.I.D. 001-826-239

Strata Lot 6 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 003-811-301

Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

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P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".
  - e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating a portion of the intersection of Beckwith Road and Sexsmith Road "Park – Configuration & location to be determined".
  - f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.
3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center; margin: 0;">CITY OF RICHMOND</p> <p style="text-align: center; margin: 0;">APPROVED by</p> <p style="text-align: center; margin: 0;"><i>[Signature]</i></p> <hr/> <p style="text-align: center; margin: 0;">APPROVED by Manager or Solicitor</p> <p style="text-align: center; margin: 0;"><i>[Signature]</i></p> </div>
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MAYOR

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CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9042 (11-566630)  
2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971  
and 2991 No. 3 Road**

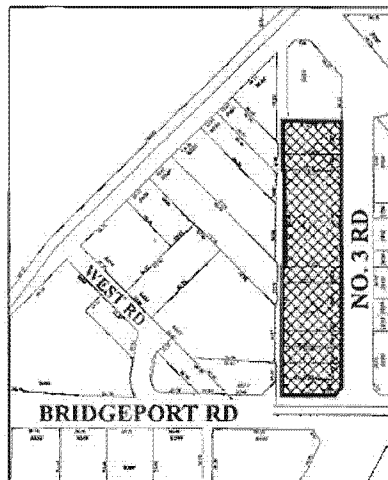
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

- 1.1. Inserting Section 10.3.4.4 as follows:

- “4. Notwithstanding Sections 10.3.4.1 and 10.3.4.2, the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 0.5, provided that the **owner** dedicates not less than 700 m<sup>2</sup> of the **site** as road.

**Figure 1**



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **AUTO-ORIENTED COMMERCIAL (CA)**.

P.I.D. 003-811-301

Lot “C” Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

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P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9042**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

To: Planning Committee  
From: Wayne Craig  
Director of Development

Date: July 3, 2013  
File: RZ 13-634617

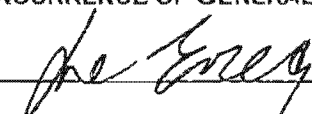
Re: Application by Rocky Sethi for Rezoning at 10591 No. 1 Road from Single Detached (RS1E) to Coach Houses (RCH1)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, for the rezoning of 10591 No. 1 Road from "Single Detached (RS1E)" to "Coach Houses (RCH1)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:kt  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	



**Staff Report**

<b>Item</b>	<b>Details</b>	
Applicant	Rocky Sethi	
Location	10591 No. 1 Road - See <b>Attachment 1</b>	
Development Data Sheet	See <b>Attachment 2</b>	
Zoning	Existing – Single Detached (RS1/E)	
	Proposed – Coach Houses (RCH1)	
2041 OCP Land Use Map Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Steveston Area Plan Land Use Map Designation	Single-Family	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	The 2041 Arterial Road Policy identifies the subject site for redevelopment to Compact Lots or Coach Houses, with rear lane access	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	The Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft <sup>2</sup> of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications.  This proposal to permit a subdivision to create two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage, conforms to the Affordable Housing Strategy.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on Title is required prior to rezoning approval.	
Surrounding Development	North & South: Older-character single detached dwellings on a large lots zoned "Single Detached (RS1/E)".	
	East: Directly across No. 1 Road are older character single detached dwellings on medium-sized lots that are under Land Use Contract 148.	
	West: Across the rear lane that parallels No. 1 Road, is a newer single detached dwelling on a large lot zoned "Single Detached (RS1/E) that fronts Sorrel Drive".	
Rezoning Considerations	See <b>Attachment 3</b>	

**Staff Comments**Background

This rezoning application is to enable the creation of two (2) compact lots (approximately 9 m wide, and 337 m<sup>2</sup> in area), each with a principal single detached dwelling and accessory coach house above a detached garage, with vehicle access from the existing rear lane. Potential exists for other lots on the west side of this block of No. 1 Road to redevelop in the same manner.

This is the first rezoning application under the new “Coach Houses (RCH1)” sub-zone to be brought before Council for consideration. City Council amended the “Coach Houses (RCH)” zone in March of 2013 to address concerns associated with the design of coach houses that were being constructed on the rear of lots fronting arterial roads. Improvements introduced with the RCH1 sub-zone included:

- A reduction in the maximum coach house building height, to control the bulk mass.
- An increase to the minimum lot depth and area requirements, to enable better site planning and design.
- An increase in the building separation space between the coach house building and the principal single detached dwelling.
- New provisions regulating a 1<sup>st</sup> storey sloping roof and requiring stairs to be enclosed within the coach house building, to improve the aesthetics of the coach house and to reduce the bulky design.
- New provisions associated with required parking, private outdoor space, landscaping, and screening.

At the same time that the RCH1 sub-zone was introduced, a new procedure was introduced as part of the rezoning application review process to enable staff and Council to have an idea of the proposed exterior design of a coach house at the rezoning stage, and to discourage speculative rezoning applications. The new procedure requires the applicant to:

- Submit building permit-like drawings to Planning Committee to ensure that Council is satisfied with the proposed exterior design of the coach house building.
- Apply for and have a building permit ready for issuance for the coach house building prior to final adoption of the rezoning bylaw.

The review process for this rezoning application at 10591 No. 1 Road has followed the new procedure and the applicant submitted building permit-like drawings for the coach house building. Staff conducted a review of the coach house drawings for consistency with the new RCH1 sub-zone and, while not required, staff also reviewed the drawings for consistency with the new Development Permit guidelines for coach houses in the Edgemere neighbourhood.

The proposed plans respond to the new zone, the coach house guidelines, and the design concerns expressed by Council through:

- A reduction in the coach house building height;
- The enclosure of entry stairs to the coach house;

- The provision of a private outdoor space on-site in the rear yard between the coach house and the principal dwelling that exceeds the minimum zoning requirement;
- Improved building articulation;
- Differentiation of building materials to provide visual interest and to clearly define the 1<sup>st</sup> and 2<sup>nd</sup> storeys of the coach house;
- Locating the balcony for the coach house facing the lane; and,
- Screening of the on-site garbage and recycling storage area;

The proposed drawings included in **Attachment 4** have satisfactorily addressed the staff comments identified as part of the rezoning application review process.

Prior to rezoning approval, the applicant must apply for and have a building permit ready for issuance for the coach house building (proposed building permit plans must comply with zoning and all other relevant City regulations). The process exists to ensure coordination between Building Approvals and Planning staff to ensure that building permit plans are consistent with those viewed by Council at rezoning stage.

As mentioned in the Trees & Landscaping section (below), prior to rezoning approval the applicant must provide a Landscape Plan prepared by a Registered Landscape Architect (along with a landscaping security), to enhance the proposed future yards and to demonstrate consistency with the new landscaping and screening provisions of the RCH1 zone.

#### Proposed RCH1 Zone Amendment

As part of this rezoning application, staff propose two minor amendments to the RCH1 zone to:

- include a provision for a lane-facing balcony of a coach house to project 0.6 m into the rear yard to enable facade articulation and visual interest; and
- clarify the intent of Section 8.3.7.8 of the zone, with respect to the maximum height to the top of the roof of the 1<sup>st</sup> storey of a coach house facing the single detached housing building.

#### Trees & Landscaping

A tree survey submitted by the applicant shows the location of:

- Three (3) bylaw-sized trees on-site.
- One (1) bylaw-sized tree and two (2) undersized trees on the neighbouring site to the south at 10611 No. 1 Road.

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the proposed development. The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted a Visual Tree Assessment (VTA), and concurs with the Report recommendations to:

- To protect Trees # 2, 3, and 4 at 10611 No. 1 Road.
- Remove Trees # 1 and 5 due to poor form and structure.

- Remove Tree # 6 due to conflict with the coach house building envelope. Although the tree is in good condition, it would require special measures to retain it and this is not warranted due to its location within the coach house building envelope and the potential impacts with retention.

The Tree Retention Plan is reflected in **Attachment 5**, and includes a list of tree species proposed to be removed and retained.

Tree Protection Fencing must be installed on-site around the driplines of off-site Trees # 2, 3, and 4 that encroach into the subject site. Tree Protection Fencing must be installed to City standard in accordance with the City's Tree Protection Bulletin (TREE-03) prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contract with a certified Arborist to supervise any on-site works within the Tree Protection Zone of off-site Trees # 2, 3, and 4 at 10611 No. 1 Road. The Contract must include the scope of work to be conducted, the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Based on the 2:1 replacement ratio goal in the OCP, a total of six (6) replacement trees are required to be planted and maintained on the future lots (sizes are identified in **Attachment 3**). To ensure that the replacement trees are planted on-site, and that the yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be submitted prior to rezoning adoption. A variety of suitable native and non-native replacement trees must be incorporated into the required Landscape Plan for the site, ensuring a visually rich urban environment and diverse habitat for urban wildlife.

#### Site Servicing & Vehicle Access

There are no servicing concerns or requirements with rezoning.

Vehicle access to No. 1 Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222. Vehicle access to the lots at development stage will be from the existing rear lane.

#### Subdivision

At Subdivision stage, the applicant is required to pay Development Cost Charges (City and GVS & DD), Engineering Improvement Charge for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.



## Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots, each with a principal single detached dwelling and a coach house above a detached garage, with vehicle access to the existing rear lane. Other lots on the west side of this block of No. 1 Road have the potential to redevelop in the same manner.

This rezoning application complies with all applicable policies and land use designations contained within the OCP, and the building permit-like drawings submitted by the applicant have satisfactorily addressed the staff comments identified as part of the rezoning application review process.

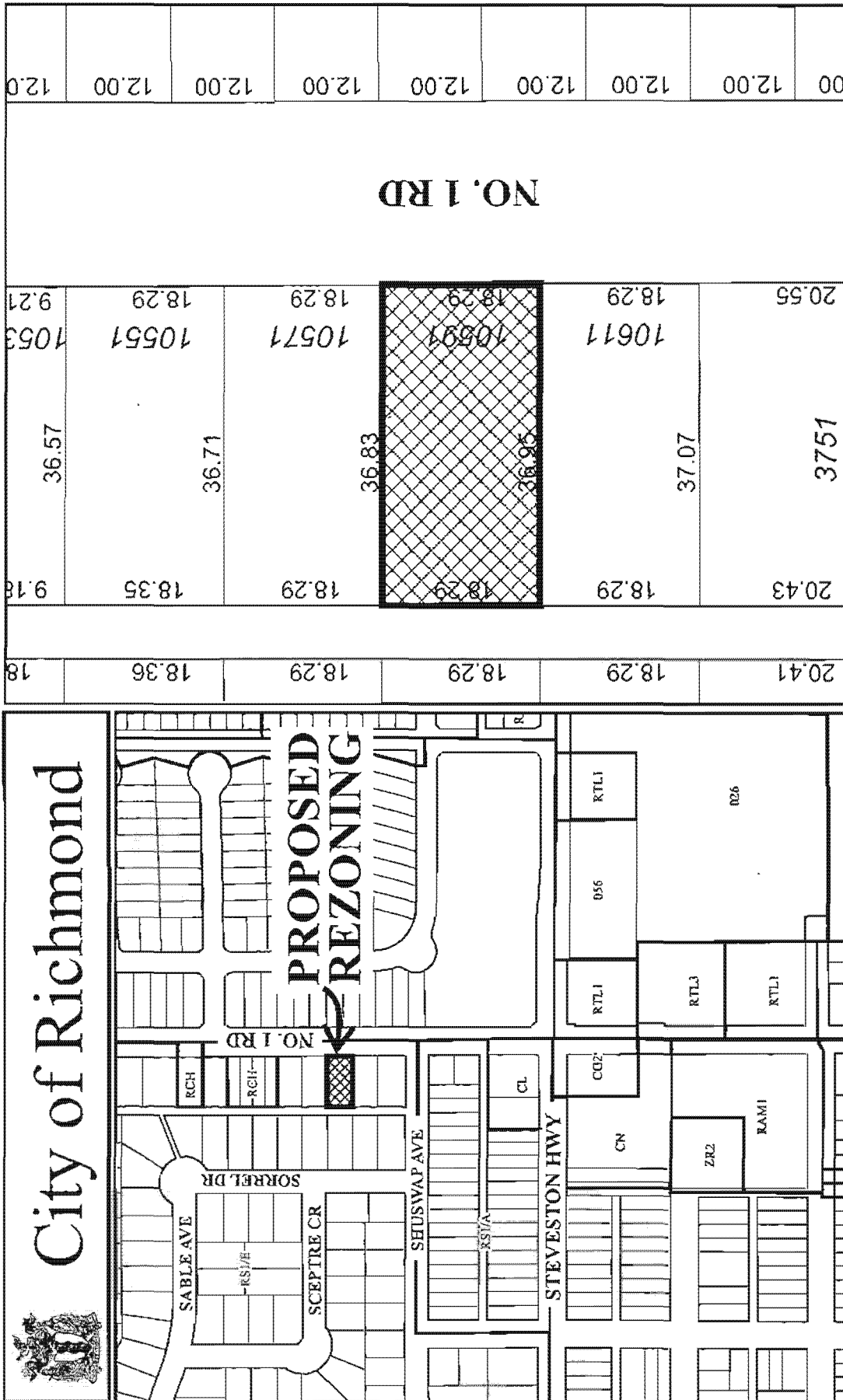
Prior to rezoning adoption, the applicant must apply for and have a building permit ready for issuance for the coach house building (proposed building permit plans must comply with zoning and all other relevant City regulations).

The list of rezoning considerations is included in **Attachment 3**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.

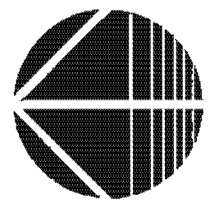


Cynthia Lussier  
Planning Technician  
604-276-4108  
CL:kt



Original Date: 04/18/13  
Revision Date:  
Note: Dimensions are in METRES

RZ 13-634617







RZ 13-634617

Original Date: 04/18/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-634617**

**Attachment 2**

Address: 10591 No. 1 Road

Applicant: Rocky Sethi

Date Received: April 15, 2013

Fast Track Compliance: May 24, 2013

	<b>Existing</b>	<b>Proposed</b>
<b>Owner</b>	Rockinder J Sethi Kanchangeet B Sethi	To be determined
<b>Site Size (m<sup>2</sup>)</b>	674 m <sup>2</sup> (7,255 ft <sup>2</sup> )	Two (2) lots – each approx 337 m <sup>2</sup> (3,627 ft <sup>2</sup> )
<b>Land Uses</b>	One (1) single detached dwelling	Two (2) residential lots, each with a single detached dwelling and a coach house above a detached garage, with rear lane access.
<b>2041 OCP Land Use Map Designation</b>	Neighbourhood Residential	No change
<b>Steveston Area Plan Land Use Map Designation</b>	Single-Family	No change
<b>Other Designations</b>	The 2041 Arterial Road Policy identifies the subject site for redevelopment to Compact Lots or Coach Houses, with rear lane access	No change
<b>Zoning</b>	Single Detached (RS1/E)	Coach Houses (RCH1)

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front Yard (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Principal dwelling – Min. 1.2 m Coach house – 0.6 m for lots of less than 10.0 m	Principal dwelling – Min. 1.2 m Coach house – 0.6 m for lots of less than 10.0 m	none



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Rear Yard (m)	Principal dwelling – Min. 6.0 m Coach house – Min. 1.2 m and max. 10.0 m	Principal dwelling – Min. 6.0 m Coach house – Min. 1.2 m and max. 10.0 m	none
Building Separation Space between Principal Dwelling & Coach House (m)	Min. 4.5 m	Min. 4.5 m	
Height (m)	Principal dwelling – 2 ½ storeys or 9.0 m Coach house – 2 storeys or 6.0 m, whichever is less	Principal dwelling – 2 ½ storeys or 9.0 m Coach house – 2 storeys or 6.0 m, whichever is less	none
Lot Size	Min. 315 m <sup>2</sup>	Two (2) lots – each approx. 337 m <sup>2</sup>	none
Lot Width	Min. 9.0 m	Two (2) lots – each approx. 9.14 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.



# City of Richmond

**Rezoning Considerations**  
Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 10591 No. 1 Road

**File No.:** RZ 13-634617

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, the developer is required to complete the following:**

1. Submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the Compact Lot Development Requirements in the 2041 OCP Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of suitable coniferous and deciduous native and non-native replacement trees, which ensure a visually rich urban environment and diverse habitat for urban wildlife;
  - include the dimensions of tree protection fencing in accordance with the City's Tree Protection Bulletin (TREE-03); and
  - include the six (6) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree		Minimum Height of Coniferous Tree
2	11 cm	or	6 m
2	8 cm		4 m
2	6 cm		3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submit a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of Trees # 2, 3, and 4 located on the neighbouring lot to the south at 10611 No. 1 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Apply for and have a Building Permit ready for issuance for the coach house building.
4. Register a flood indemnity covenant on title.

**At Demolition stage\* the developer must complete the following requirements:**

- Install Tree Protection Fencing on-site around the driplines of off-site Trees # 2, 3, and 4 that encroach into the subject site. Tree Protection Fencing must be installed to City standard in accordance with the City's Tree Protection Bulletin (TREE-03) and must remain in place until construction and landscaping on the future lots is completed.

**At Subdivision stage\*, the developer must complete the following requirements:**

- Pay Development Cost Charges (City and GVS & DD), Engineering Improvement Charge for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

**At Building permit stage\*, the developer must complete the following requirements:**

- Submit a Construction Parking and Traffic Management Plan to the Transportation Division. The Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[signed original on file]

\_\_\_\_\_  
Signed

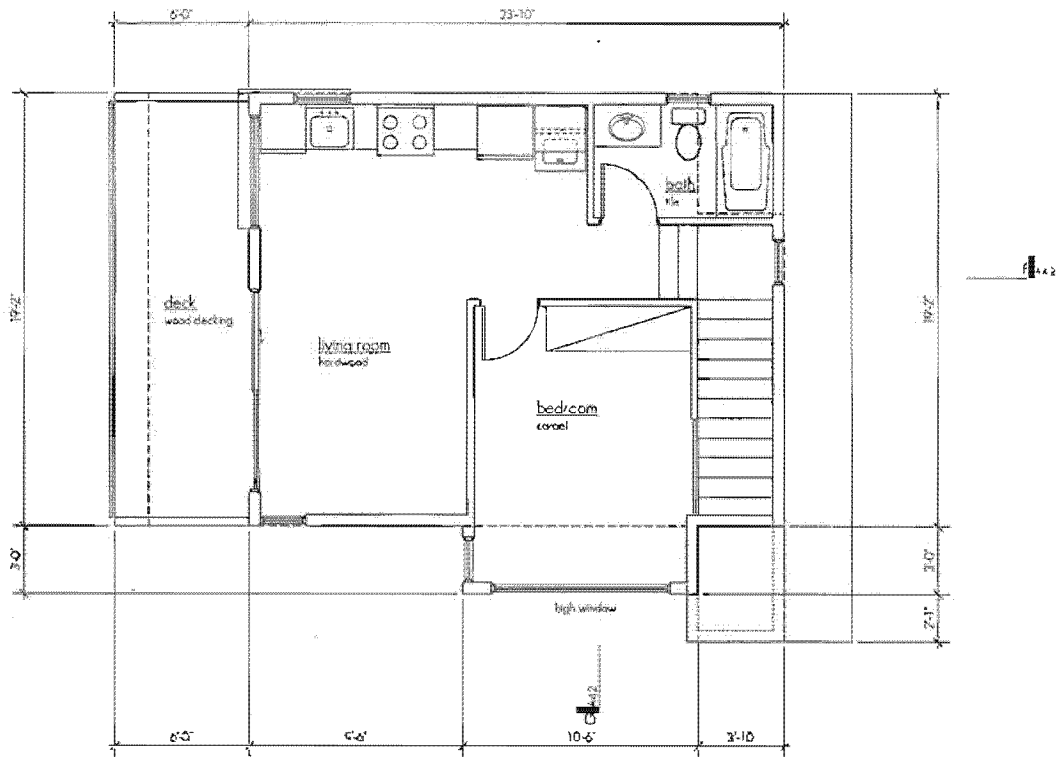
\_\_\_\_\_  
Date

1000

**RECORDS MANAGEMENT UNIT**  
The new NYS DMV TL forms are located in Area A-27A CSE.  
**SEE**  
Call per phone 800-462-4290 those who want to get DL346 license system updated  
2-15-2013 2:44PM

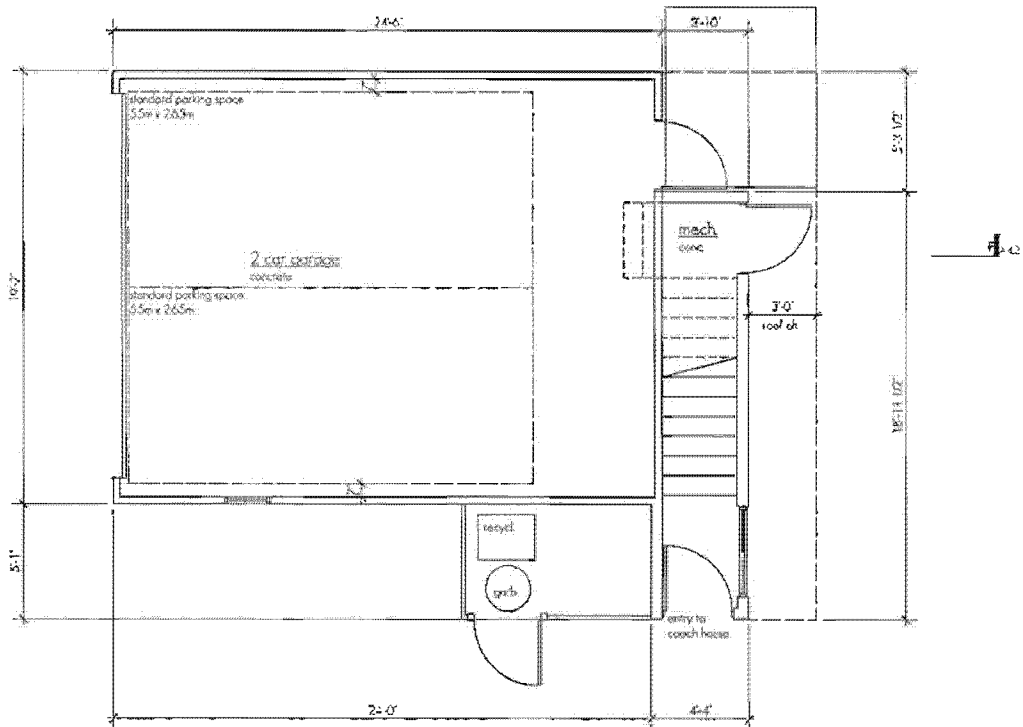
**PLN - 290**





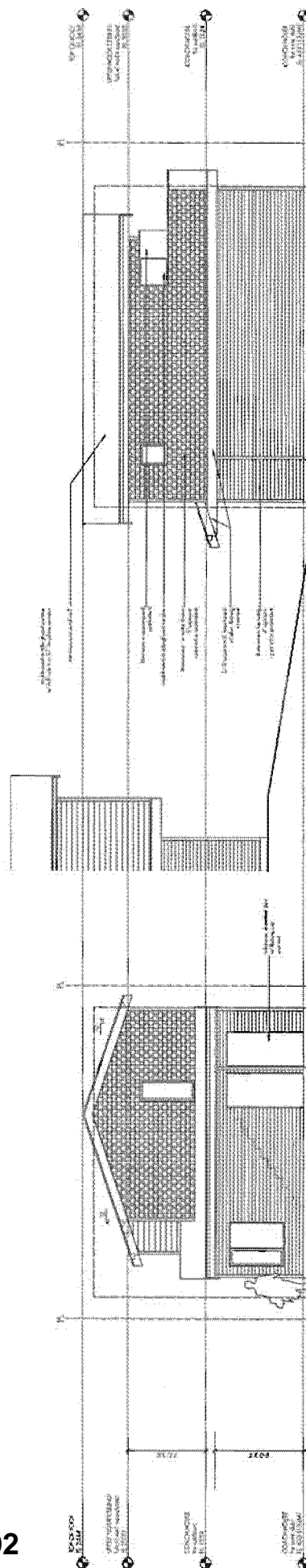
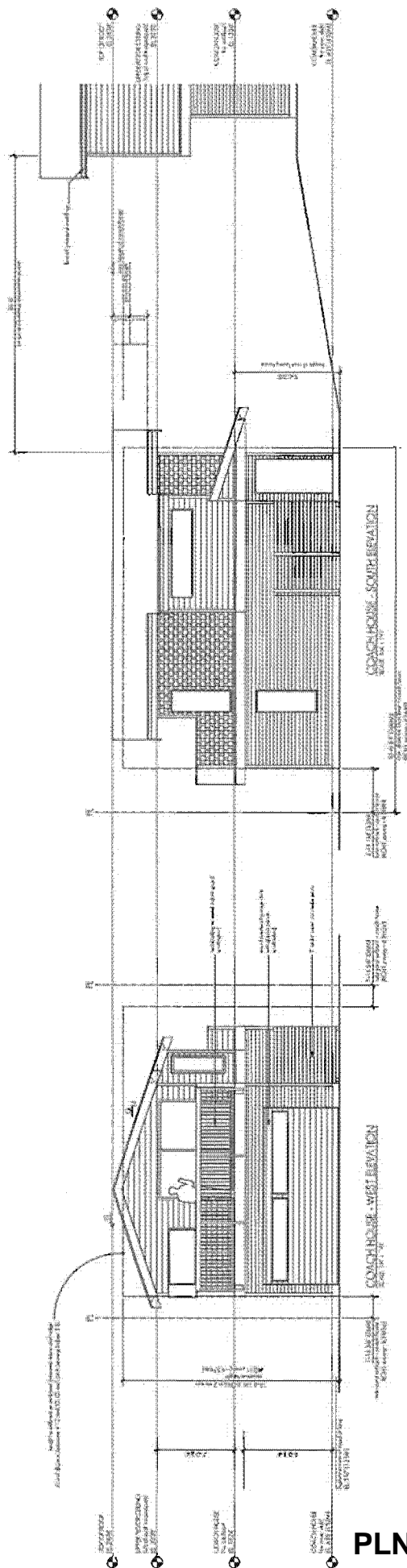
### COACH HOUSE - UPPER FLOOR PLAN

scale: 1/4" = 1'-0"  
 ceiling height: 7'-0" (vaulted up to 10'-0")  
 proposed floor area: 439.6 sqft  
 stair opening exclusion: 48.8 sqft  
 deck area: 82.8 sqft.



### COACH HOUSE - GROUND FLOOR PLAN

scale: 1/4" = 1'-0"  
 ceiling height: 8'-0"  
 proposed floor area: 72.5 sqft  
 garage area: 469.6 sqft.



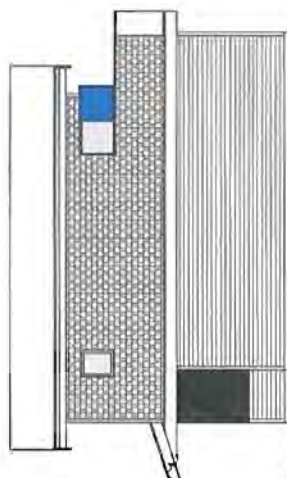
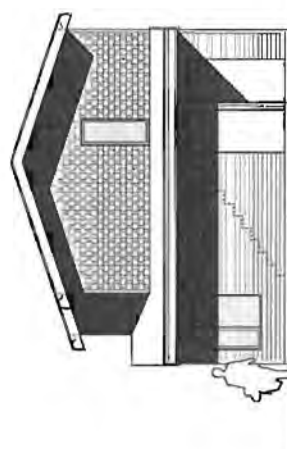
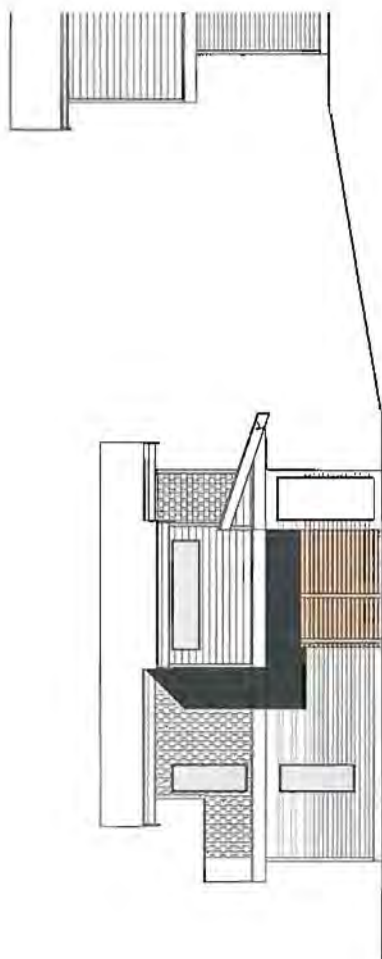
**DRK design**

1250 West 7th Avenue, Vancouver, British Columbia V6H 1V6 phone 604-683-6600 and info@drkdesign.ca

PROJECT: 10091 rso, 1 road  
client: RCHT Homes & Realty Inc.  
concept: 100  
design: 10091 rso, 1 road  
city of Richmond, B.C.

DATE: 10/11/2011  
SCALE: 1/8" = 1'-0"

PROJECT: 10091 rso, 1 road  
client: RCHT Homes & Realty Inc.  
concept: 100  
design: 10091 rso, 1 road  
city of Richmond, B.C.



TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 603 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST  
NEW WESTMINSTER DISTRICT PLAN 42890

#10591 NO. 1 ROAD,  
RICHMOND, B.C.  
P.L.D. 003-970-507



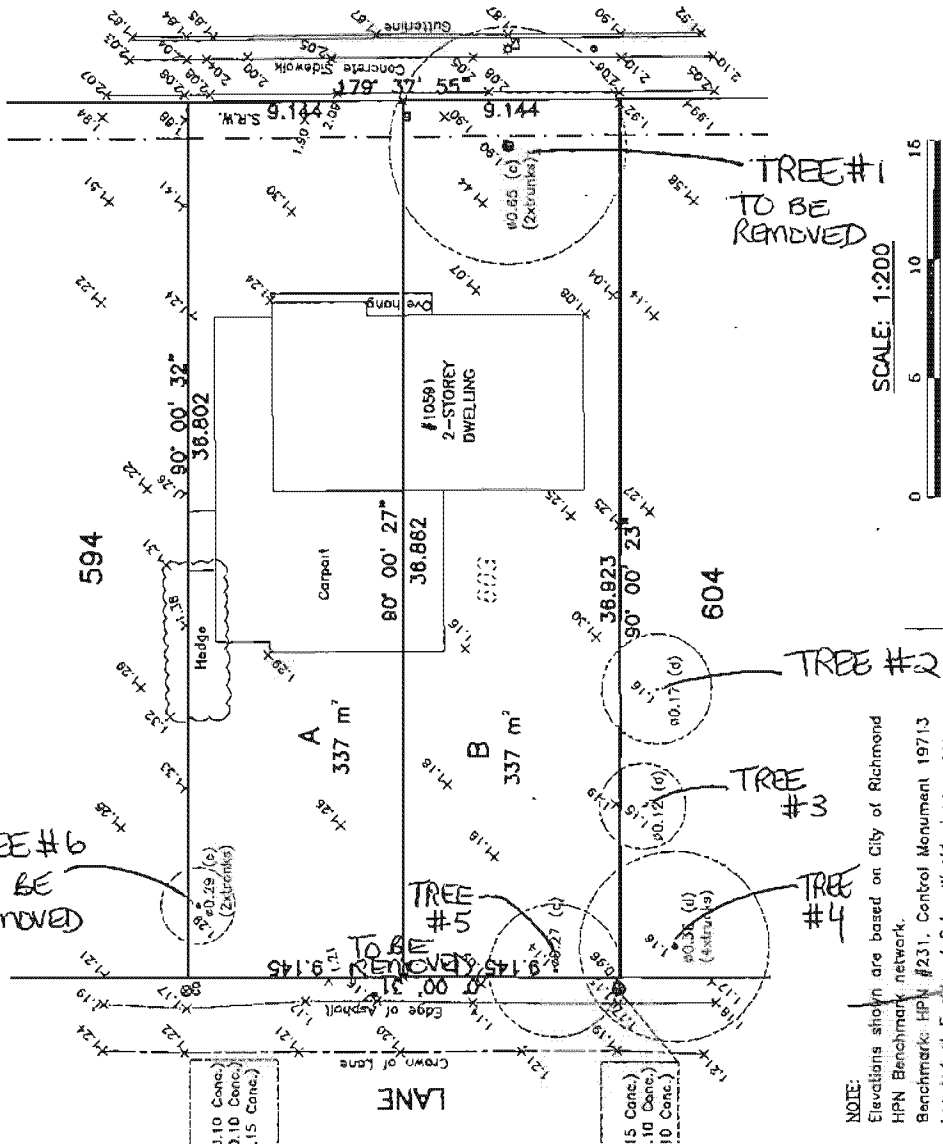
PLN - 294

END:

- (c) denotes coniferous
- (d) denotes deciduous
- o denotes power pole
- denotes round catch
- m denotes water meter
- co denotes cleanout
- LS denotes lamp stand

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J. C. Tam and Associa  
Canada and B.C. Land  
115 - 8833 Odlin Cr  
Richmond, B.C. V6X 3T  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.ca  
Website: www.jctam.com  
Job No. 5105  
FB-225 P93-94  
Drawn By: TH

DWG No. 5105-TOPO



CERTIFIED CORRECT;  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

MARCH 19th, 2013

SCALE: 1:200  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

Tree Species Proposed to be Removed	Tree Species at 10611 No. 1 Road to be Retained
Tree # 1 - Cypress ( <i>Chamaecyparis</i> sp.)	Tree # 2 - Fig ( <i>Ficus</i> sp.)
Tree # 5 - Hemlock ( <i>Tsuga heterophylla</i> )	Tree # 3 - Apple ( <i>Malus</i> sp.)
Tree # 6 - Cedar ( <i>Thuja occidentalis</i> sp.)	Tree # 4 - Japanese Maple ( <i>Acer palmatum</i> sp.)

TO BE  
RETAINED  
&  
PROTECTED





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9045 (RZ 13-634617)  
10591 No. 1 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500 is amended by:
  - i. Inserting the following new subsection directly after Section 8.3.6.11:
 

“12. An unenclosed and uncovered **balcony** of a detached **coach house** in the RCH1 **zone**, located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**.”
  - ii. Replacing Section 8.3.7.8, with the following:
 

“8. The maximum **height** to the top of the roof of the first **storey** of a **coach house** facing the **building separation space** between the **single detached housing** and the **coach house** in the RCH1 **zone** shall be 4.0 m above **grade**.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COACH HOUSES (RCH1)**.

P.I.D. 003-970-507

Lot 603 Section 34 Block 4 North Range 7 West New Westminster District Plan 42890

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9045**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED


CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER